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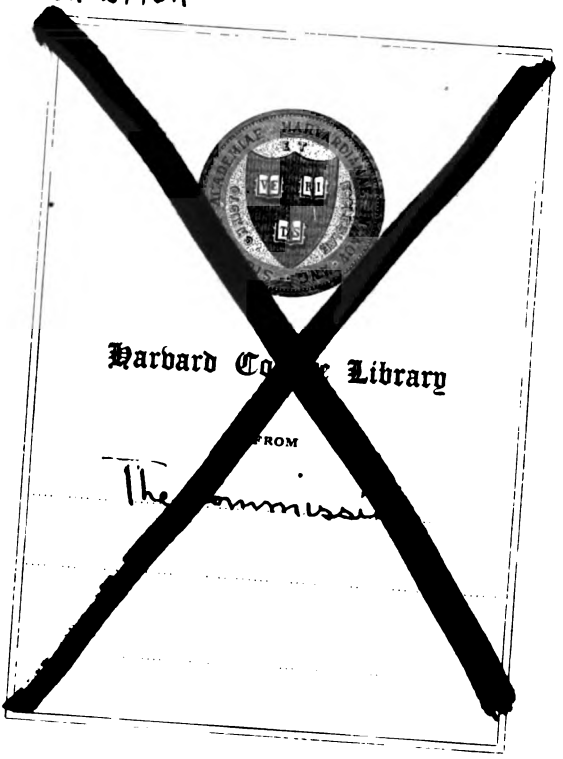
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TENTH ANNUAL REPORT

OF THE

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RAILROAD COMMISSION

OF THE

State of Florida

For the Year Ending March 1, 1907.



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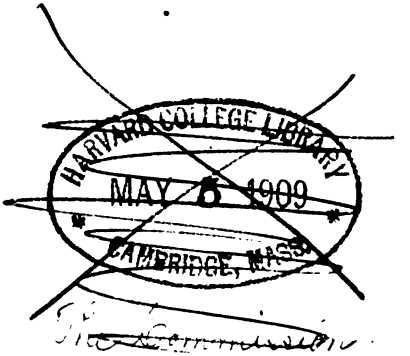
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COMMISSIONERS.

R. H. M. DAVIDSON, *Chairman*, Commissioner; HENRY E. DAY, Commissioner; JOHN M. BRYAN, Commissioner; J. L. NEELY, JR., *Secretary*.	July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; J. L. NEELY, JR., *Secretary*.	Jan. 3, 1899, to Jan. 8, 1901.
*HENRY E. DAY, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; ||JOHN L. NEELY, *Secretary*.	New term beginning Jan. 8, 1901.
JOHN L. MORGAN, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; R. HUDSON BURR, Commissioner; ROYAL C. DUNN, *Secretary*.	October 1 1902. to Jan. 6, 1903.
JEFFERSON B. BROWNE, *Chairman*, Commissioner R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary*.	Jan. 6, 1903. to Jan. 3, 1905.
JEFFERSON B. BROWNE, *Chairman*, Commissioner R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary*.	Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, *Chairman*, Commissioner; JOHN L. MORGAN, Commissioner; NEWTON A. BLITCH, Commissioner.	Present term began Jan. 8, 1907.

*Henry E. Day, resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.

||Resigned October 1st, 1901, and Royal C. Dunn was elected as his successor.

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REPORT OF

RAILROAD COMMISSION

STATE OF FLORIDA.

Tallahassee, March 1, 1907.

To His Excellency, N. B. Broward,

Governor of Florida.

SIR—The Railroad Commission have the honor to hand you herewith, in pursuance of the law, their Annual Report for the year ending March 1st, 1907.

THE GENERAL RAILROAD SITUATION IN FLORIDA.

The past year has been notable for the generally poor service which has prevailed. There has been almost daily delays in both freight and passenger trains which have caused great inconvenience and damage to the general public.

The freight train service has been the worst ever known in the history of railroads in this State and especially is this true of the Atlantic Coast Line Railroad, the Seaboard Air Line Railway and the Tavares and Gulf Railroad.

It has been and still is, a common occurrence for carload, as well as less than carload, shipments to take ten days to two weeks to move one hundred miles and less from starting point to destination. Some instances have been reported to this Commission where there was no local freight service at all on certain branches of the Atlantic Coast Line Railroad and on the Tavares and Gulf Railroad for several days at a time, and when this occurred on

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the Tavares and Gulf, which operates only a mixed train, the people along this line had no train service at all.

CAUSES.

There are many and varied causes to which the poor service rendered by the railroads of Florida may be attributed: The long coupled, heavy engines and cars now in use are unsuited to the light rails with which some of the lines are laid, and when taken in connection with the rotten condition of the cross ties are largely responsible for the frequent derailments with which some of the roads are having to contend and it is to these derailments and train wrecks that delays of other trains are often traceable.

INSUFFICIENT WHARF SPACE.

An insufficient wharf space at the ports to accommodate the traffic is another cause for the poor service rendered by the railroads. The lumber industry is, as to railroad tonnage, one of the most important industries in the State and as most of the lumber cut by the mills in Florida is for coastwise and foreign shipment the inadequacy of dock room at the ports to accommodate this traffic may be regarded as the principal cause of the car congestion in Jacksonville and Fernandina, keeping fifteen hundred to two thousand cars tied up under load, some of them for over thirty days; thus not only threatening many of those engaged in the milling business with financial ruin, but causing delays, inconvenience, hardship, loss of business and loss of money to every other shipping industry in the State.

Another cause for the poor service rendered by the railroads is an insufficient number of locomotives in service.

There has been and is now, almost daily complaints from shippers of failure to get cars in which to ship their produce to the markets. The railroads tell us they have not cars enough to supply the demands and cannot get them. Which, as to the supply, is doubtless correct, for

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if our shipping industries were not curtailed or held back by the lack of shipping facilities it is hard to tell the number of cars that would be needed in the Florida traffic. But when cars are loaded at wayside stations and billed to some nearby wayside point where there is no congestion and allowed to stand for weeks before they are moved, such delays must be attributed either to insufficient motive power or lack of effort on the part of the carrier to utilize to the best advantage, the cars on hand.

But the real cause for the poor and insufficient service with which the country is now afflicted, will, when sifted down to the bottom facts, be found to lie in an unwillingness on the part of the railroad companies to incur the extra expense of additional trains.

SHIPPERS DISINCLINED TO PREFER CHARGES.

While the Commission is in receipt almost daily, of complaints against railroads for poor service or failure to transport freight offered for transportation; and while it is a well known fact that the only power vested in the Commission in the enforcement of the law is the power to proceed by mandamus or to punish by fine after formal hearing, only a very few among those who are constantly writing the Commission for assistance, express a willingness to appear as witnesses against the railroads, and some of those who had invoked this remedy have appeared on day set for hearing and asked permission of the Commission to withdraw their complaints.

The Commission, in its efforts to procure better railroad service for our people have adopted as additions to the Demurrage Rules, Rules Nos. 15, 16 and 17, which appear in another part of this report.

The object sought in the adoption of these rules is to shift, as far as possible, the hardships incident to poor service on to the shoulders of the party at fault. Now if the shippers will, in all cases, demand their rights under the provisions of these Rules, it is confidently believed that they, themselves, will, by such action, contribute largely in the procurement of better and more adequate shipping facilities.

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But it matters not how strong the law may be made; it matters not how strong may be the rules of the Commission under the law, the law and the rules are only means to an end and will not afford relief from the conditions complained of until the people show a readiness, when they see the law is being violated, to prefer charges for such violation and appear as witnesses to sustain their charges.

FINES.

The fines imposed during the year are in detail as follows:

$150.00 on the Seaboard Air Line Railway for refusal to transport lumber for the Columbus Lumber Co., at Ellaville. Suit is pending to compel payment of the fine.

$150.00 on the Seaboard Air Line Railway for refusal to transport lumber for the Columbus Lumber Co. at Ellaville. Suit is pending to compel payment of the fine.

$150.00 on the Seaboard Air Line Railway for refusal to transport lumber for the McDowell Crate & Lumber Co., at Oak. Suit is pending to compel payment of the fine.

$500.00 on the Seaboard Air Line Railway for refusal to transport lumber for the Otter Creek Lumber Co., at Otter Creek. Suit is pending to compel payment of the fine.

$500.00 on the Seaboard Air Line Railway for refusal to transport lumber for the Otter Creek Lumber Co., at Otter Creek. Suit is pending to compel payment of the fine.

$100.00 on the Atlantic Coast Line Railroad Co., for failure to bulletin delayed passenger trains at Dunnellon. This fine has been paid.

$1,000.00 on the Atlantic Coast Line Railroad Co., for refusal to transport lumber for the Mercer-Muller Co., at Brooksville. The Attorney General has been requested to enter suit to compel payment of the fine.

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$1,000.00 on the Atlantic Coast Line Railroad Co., for refusal to transport lumber for S. S. Goffin at Pasco. The Attorney General has been requested to enter suit to compel payment of the fine.

$1,000.00 on the Atlantic Coast Line Railroad Co., for refusal to transport lumber for the Paul & Waymer Lumber Co., at Lakeland. The Attorney General has been requested to enter suit to compel payment of the fine.

$4,000.00 on the Atlantic Coast Line Railroad Co., for refusal to transport lumber for the Mercer-Muller Co., at Brooksville. The Attorney General has been requested to enter suit to compel payment of the fine.

$2,000.00 on the Seaboard Air Line Railway for refusal to transport lumber and naval stores for the Southern Pine Lumber Co., at Meadows. The Attorney General has been requested to enter suit to compel payment of the fine.

$1,000.00 on the Atlantic Coast Line Railroad Co., for refusal to transport lumber for S. S. Goffin at Pasco. If fine is not paid at an early date suit will be begun to compel payment.

$100.00 on the Atlantic Coast Line Railroad Co., for refusal to transport merchandise from Jacksonville to Peacock & Little at Raiford. Suit will be begun to compel payment if fine is not paid at an early date.

$300.00 on the Seaboard Air Line Railway for refusal to transport wood for N. B. Hartsfield, Tallahassee. If fine is not paid at an early date suit will be begun to compel payment.

$500.00 on the Atlantic Coast Line Railroad Co., for refusal to transport wood for J. O. Bessent. If fine is not paid at an early date suit will be begun to compel payment.

The fines imposed on the Seaboard Air Line Railway, aggregating $200.00 on February 7th, 1906, for failure to bulletin passenger trains at Lake City and Greenville, were paid into the State Treasury during the year.

While the amount paid in, as shown, appears very insignificant when compared with the unpaid portion of

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the above fines, it is becoming evident that their imposition has been worth many times more to the shippers of the State than the fines, in themselves, amount to.

LITIGATION.

The Suit for Collection of Fine.

The suit instituted by the Railroad Commissioners against the L. & N. Railroad for collection of the fine imposed for refusing to transport cotton seed from points on their line to Tallahassee, which was pending in the State Supreme Court on writ of error from the Circuit Court at the time of the completion of the last report was decided against the Commission on a technicality.

Phosphate Rate and Florida West Shore Rate Cases.

The Mandamus cases instituted by the Railroad Commissioners against the Seaboard Air Line Railway and Atlantic Coast Line Railroad Company in the State Supreme Court to compel the operation of Phosphate rates prescribed by the Railroad Commission and to compel the Seaboard Air Line Railway to operate rates prescribed for the Florida West Shore Branch of that road, were decided by the United States Supreme Court in December of this year. The decision of the Court upholds the position assumed by the Commissioners and the decision of the Supreme Court of Florida in these cases at every point. In addition to the reduction of freight rates effected by these two orders, the decision is considered of great importance in view of the fact that it is the first time the Supreme Court of the United States has gone so far in upholding a rate prescribed by a Railroad Commission. The decisions are as follows:

Atlantic Coast Line Railroad Company, Plaintiff in Error, vs. State of Florida Upon the Relation of W. H. Ellis, as Attorney General of Said State, and J. M. Barrs, as Special Counsel for Jefferson B. Browne et al., Railroad Commissioners of Said State.

Evidence—Sufficiency—Reasonableness of State Regulation of Railroad Rates.

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The evidence is insufficient to justify a refusal to enforce an order of a State Railroad Commission fixing local rates for carrying phosphates on any objection based on the due process of law and equal protection of the laws clauses of the 14th Amendment to the Federal Constitution, where there is no evidence from which a reasonable deduction can be made as to the cost of transportation, the amount of phosphates transported or the effect which the rate established by the commission will have upon the income of the carrier.

(No. 9)

Argued March 2, 5, 1906. Decided December 3, 1906.

In error to the Supreme Court of the State of Florida, to review a judgment awarding a peremptory writ of mandamus to enforce an order of the State Railroad Commission, fixing the local rates for carrying phosphates. Affirmed.

See same case below, 48 Fla. 146, 37 So. 657.

Statement by Mr. Justice Brewer:

On December 17, 1903, the Railroad Commission of the State of Florida after notice and a hearing, made an order:

"That the rate to be charged by all the railroads and common carriers doing business wholly or in part within the State of Florida, for the transportation of phosphate from points in the State to points within the State, shall not exceed 1 cent per ton per mile.

"Provided, however, that where the rate of 1 cent per ton per mile will raise any rate now in operation, that said rate of 1 cent per ton per mile shall not be effective but the rate as now charged by the railroad companies is hereby adopted by the Railroad Commissioners as their rate between such points.

"It is therefore ordered, that where a shipment of phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge 1 1-2 cents per ton per mile for the first ten miles said phosphate shall be hauled."

The railroad company, plaintiff in error, which was a party to the proceedings before the commission, not com-

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plying with this order, application was made on March 7, 1904, to the Supreme Court of the State for a writ of mandamus to compel compliance, and on October 19, 1904, the peremptory writ was ordered by that court, as prayed for. 48 Fla. 146, 37 So. 657. Thereupon the railroad company sued out this writ of error.

No special findsings of fact were made by the Supreme Court, but in its opinion it said:

"There is a total lack of positive proof that the Commission rate is materially less than that now charged. The company proves merely that its books do not show that any local phosphate has been carried by it, but does not show what rate it charges on the interstate shipments of phosphate. There is some showing of the expensiveness of handling phosphate for foreign shipment, much of which would not enter into the local or intrastate business, should such be carried, but nothing is shown from which this court can say that the rate fixed by the Commission is unreasonable. The evidence offered might tend to show that the rate is unnecessay or that it is speculative, but such questions the court is not called upon to decide.

"Taking the figures from the brief filed by the respondent, we find that the local business alone produces a net earning of at least 3 per cent on the total value of the road in Florida, charging against such income the whole of the tax. While a State is not permitted to offset local business against interstate business, and to justify low local rates by reason of the profitableness of the latter, yet the interstate and foreign business may and should be considered in determining the proportion of the value of the property of the company assignable to local business. There is no proper showing of the interstate and foreign business, so that we may determine on what fraction of the whole value of the property in Florida the company might be entitled to earn an income from local business; there is, however, a showing that the interstate and foreign business is large and, on a proper showing and a proper proportioning of the service between domestic and foreign business this percentage of net income would be largely increased.

"Under the burden of proof cast by the law upon the

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respondent, we find that the rate in question is not unreasonable."

Mr. John E. Hartridge for plaintiff in error.

Messrs. J. M. Barrs and W. H. Ellis for defendant in error.

Mr. Justice Brewer delivered the opinion of the Court:

Passing all matters of a local nature, in respect to which the decision of the State Court is final, the Federal question is whether the order of the Railroad Commission sustained by the Supreme Court of the State, deprived the company of its property without due process of law, or denied to it the equal protection of the law. The testimony taken before the Commission was not preserved, but, by the law of the State, the rates established by such Commission are to be taken in all courts as prima facie just and reasonable. Florida Laws 1899, Chap. 4700, 8, pp. 76, 82. We start therefore, with the presumption in favor of the order.

The testimony on the hearing of the application in the Supreme Court is, however, in the record. That court, in the exercise of its original jurisdiction of mandamus cases, determines questions of fact as well as of law. State ex rel. Columbia County v. Suwannee County, 21 Fla. 1. While it did not make any distinct findings of fact, yet its deductions from the testimony are clearly indicated by the quotations from its opinion. If it be said that, in the absence of special findings of fact, it is the duty of this Court to examine the testimony upon which the judgment was entered, it is very clear that there was no sufficient evidence presented to that court to justify a refusal to enforce the order of the Railroad Commission.

And here we face this situation: The order of the Commission was not operative upon all local rates, but only fixed the rate on a single article; to wit, phosphate. There is no evidence of the amount of phosphates carried locally; neither is it shown how much a change in the rate of carrying them will affect the income, nor how much the rate fixed by the railroads for carrying phosphate has been changed by the order of the Commission. There is testimony tending to show the gross income from all local freights and the value of the railroad property, and also

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certain difficulties in the way of transporting phosphates, owing to the lack of facilities at the terminals. But there is nothing from which we can determine the cost of such transportation. We are aware of the difficulty which attends proof of the cost of transporting a single article, and, in order to determine the reasonableness of a rate prescribed, it may sometimes be necessary to accept as a basis the average rate of all transportation per ton per mile. We shall not attempt to indicate to what extent or in what cases the inquiry must be special and limited. It is enough for the present to hold that there is in the record nothing from which a reasonable deduction can be made as to the cost of transportation, the amount of phosphate transported, or the effect which the rate established by the Commission will have upon the income. Under these circumstances it is impossible to hold that there was error in the conclusions reached by the Supreme Court of the State of Florida, and its judgment is affirmed.

Seaboard Air Line Railway, Plaintiff in Error. vs. State of Florida, Upon Relation of W. H. Ellis, as Attorney General of Said State, et al.

Constitutional Law—Due Process of Law—State Regulation of Railroad Rates.

1. State regulation of local freight rates for shipments to and from the Florida West Shore Railway and over the Seaboard Air Line Railway does not deprive the latter road of its property without due process of law, even if its total receipts from local freight rates are insufficient to meet what can properly be cast as a burden upon that business, where so far as appears, such regulation may have no other effect than to make the rates on the Florida West Shore Railway the same as those obtaining generally in the State.

Constitutional Law—Due Process of Law—State Regulation of Railroad Rates.

2. Carriers may be forbidden by the State Railroad Commission to make their local freight rate for phosphates more than 1 cent per ton per mile without denying due process of law to a railway company whose transpor-

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tation of phosphates constitutes about one-sixth of its local freight business, where the rate so authorized is nearly 2 mills per ton larger, than that company's average local freight rate.

(Nos. 10, 11.)

Argued March 2, 5, 1906. Decided December 3, 1906.

In error to the Supreme Court of the State of Florida to review two judgments awarding peremptory writs of mandamus to enforce orders of the State Railroad Commission which respectively prescribe the local freight rates for a specified road and fix a local freight rate for phosphates. Affirmed.

See same case below, No. 10, 48 Fla. 129, 152, 37 So. 314, 658 No. 11, 48 Fla. 150, 37 So. 658.

Statement by Mr. Justice Brewer:

These cases resemble the one immediately preceding, in this: that review is sought in each of an award of a peremtory writ of mandamus by the Supreme Court of Florida to compel compliance with an order of the State Railroad Commission. In the first, the court sustained an order of the Commission, made June 25, 1903, and to go into effect July 1, 1903, prescribing rates on the Florida West Shore Railway, charged to be under the control and management of the plaintiff in error (48 Fla. 129-152, 37 So. 314, 657, 658), the order being in these words: "It is hereby ordered and adjudged by the Railroad Commission of the State of Florida that the following schedule of freight tariffs shall be allowed and adopted for freight shipments over the Seaboard Air Line Railway, to apply only to shipments from or destined to points on the Floride West Shore Railway, and from points on the Florida West Shore Railway to points on the Florida West Shore Railway, and the same shall be put into operation and be effective on the 1st day of July, A. D. 1903," and followed by the schedule; and in the second, it enforced the order of the Commission in respect to phosphates (which was noticed by us in the opinion in the preceding case). 48 Fla. 150, 37 So. 658.

The proceedings before the Commission are not disclosed nor is there anything to show upon what the orders were based. There was notice and a hearing. And in

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the pleadings in the first case appear the contracts between the plaintiff in error and the Florida West Shore Railway.

In the Supreme Court the relator presented no testimony, relying upon the statuory presumption which attends an order of the Commission. The defendant introduced the report which it had made to the Railroad Commission for the year ending June 30, 1904, and the report of the Railroad Commission to the Governor of the State for the year ending March 1, 1904, and upon these two reports the cases were considered by the Supreme Court.

Messrs Hilary A. Herbert, George P. Raney, and Benjamin Micou for plaintiff in error.

Messrs. J. M. Barrs and W. H. Ellis for defendant in error.

Mr. Justice Brewer delivered the opinion of the court:

There are no special findings of facts in these cases, and only from an examination of the opinions filed by the Supreme Court can we ascertain what its conclusions were or upon what its judgments were based. It may well be doubted whether a railroad company can rely, as evidence in its own behalf, upon a report made and filed by it, and while a report of the Railroad Commission to the Governor may undoubtedly be used against it in an application made at its instance to secure compliance with one of its orders, yet there is little in its report which throws light upon the questions in these cases.

Referring to the first case, in which is presented the reasonableness of an order made by the commission respecting local rates for business on, to, or from the Florida West Shore Railway, we find it stated in the brief of the plaintiff in error that the Railroad Commission on December 22, 1903, made an order, to go into effect July 1, 1904, reducing local freight rates generally; that from this order no appeal was taken; that in November, 1903, an order was made reducing by 10 per cent rates on certain freights going over two or more roads, and that from such order no appeal was taken. These are the orders referred to in the report of the Commission to the Governor. But the order in controversy was made on June 25, 1903, to go into effect July 1, 1903, and is applicable solely to the

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Florida West Shore road. Now, whether this order of June 25, 1903, was simply operative to make the rates on the Florida West Shore road the same as those then obtaining generally in the State, or whether it made them higher or lower than such rates, does not appear. For some reason, not disclosed, the order touched only the local freight rates to and from the Florida West Shore Railway and over the Seaboard Air Line Railway. Even if the total receipts by the latter company from local freight rates were insufficient to meet what could properly be cast as a burden upon that business, such insufficiency would not justify it in an inequality of rates between different parts of the State, in one part too high and in the other too low. The State might properly insist that there should be equality in the rates,—the conditions being the same. and, if nothing more was accomplished by the order of the Commission than to establish such equality, we cannot hold that the judgment of the Supreme Court was erroneous.

With reference to the second of these cases, the order made by the Railroad Commission is said by the plaintiff in error to be an "irregular, unjust, and unreliable method of rate fixing;" and this upon the theory that the order makes the rate per mile the same for any distance, whether one mile or a hundred miles. It appears that 16.43 per cent of all the local freight business of the company in Florida comes from the carrying of phosphates, and reference is made to several cases in which the courts have noticed the fact that the cost of moving local freight is greater than that of moving through freight, and the reasons for the difference. But evidently counsel misinterpret the order of the Railroad Commission. It does not fix the rate at 1 cent per ton per mile. It simply provides that it shall not exceed 1 cent per ton per mile,—prescribes a maximum which may be reduced by the railway company, and, if distance demands a reduction, the company may and doubtless will make it. In addition it must be borne in mind that it is to be presumed that the Railroad Commission acted with full knowledge of the situation; that phosphates were in Florida possibly carried a long distance, the place of mining being far from the

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place of actual use or preparation for use. Further, when we turn to the report of the railroad company (which of course is evidence against it), we find that the company's average freight receipt per ton per mile in the State of Florida was 8-15 100 mills; so that the rate authorized for phosphates was nearly 2 mills per ton larger than such average. Under these circumstances it is impossible to say that there was error in the conclusions of the Supreme Court of the State, and its judgments are affirmed.

LOUISVILLE & NASHVILLE R. R. PASSENGER RATE CASE.

No further progress has been made in the suit to compel the L. & N. Railroad to operate a 3 cent per mile passenger rate on all their lines in Florida. The railroad has presented a mass of evidence to prove that its earnings will not permit of any reduction in rates. We are advised that in order for the Commissioners to be successful in the suit it will be necessary for them to furnish evidence to show that the estimates of valuation of their properties is not correct and is unreasonably high as sworn to by railroad officials. It is possible that this can be done.

It will entail a heavy expense to employ an expert engineer to survey and estimate the cost of reproducing these properties. The undertaking will be no easy one, but it is the intention of the Commissioners to use their utmost power to carry this suit to a successful conclusion.

The Commissioners have not up to this time been able to procure the services of a competent engineer to estimate the value of these properties and to testify in this case.

LUMBER RATE CASES.

The Commissioners are in receipt of the following communication from Messrs. Bryan & Bryan, special counsel for the Commission in the above named cases, which gives a full explanation of the status of these cases:

Jacksonville, Fla., February 26th, 1907.

Hon. R. Hudson Burr,
Chairman Railroad Commission,
Tallahassee, Fla.

Dear Sir:

Replying to your request for a statement as to the

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status of litigation in which we are associated with the Attorney-General, we beg to advise you that we are employed in four cases, all involving the Class "P" rates. The four cases are as follows:

Georgia Southern & Florida Railway Co.
vs.
Railroad Commission.

Seaboard Air Line Railway
vs.
Railroad Commission.

Atlantic Coast Line Railroad Co.
vs.
Railroad Commission.

Louisville & Nashville Ry. Co.
vs.
Railroad Commission.

Answers have been filed in the Georgia Southern & Florida Railway Company case and in the Louisville & Nashville case, and there is an agreement between counsel that the testimony taken in the three cent rate case may be used in the Louisville & Nashville case to save the expense of taking the testimony again, at the same time conceding the right to take additional testimony. In the G. S. & F. case, there is a stipulation that a final decison in any of the "other three cases shall be binding upon the G. S. & F. Railway.

The cases brought by the Seaboard Air Line Railway and the Atlantic Coast Line Railroad Company are standing upon the demurrer of the Commission to the Bill of Complaint. It is our intention to carry one of these cases to the Circuit Court of Appeals by the time court convenes next fall and have tested the question whether the courts can decide upon the reasonableness of the rate, or whether that matter is in the discretion of the Railroad Commission, the latter of which positions we have taken before Judge Swayne without success."

THE FLORIDA EAST COAST PASSENGER RATE CASE.

In 1902 the Florida East Coast Railway reduced their

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passenger rate to 3c per mile except between certain points where a higher rate is charged. The Commissioners being of the opinion that the higher rate charged between these certain points was an unlawful discrimination, sought to correct it by Order No. 101, which prescribes a 3c rate on the entire line of the Florida East Coast Railway north of Homestead, but they have been temporarily enjoined from an enforcement of the Order by the United States District Court for the Southern District of Florida.

THE ATLANTIC LUMBER COMPANY DEMURRAGE SUIT.

The claim which was filed with the Commission by the Atlantic Lumber Company against the Seaboard Air Line Railway for return of sixty-four dollars, which had been improperly collected, having been declined by the railroad, suit was brought to compel payment. Messrs. Bryan & Bryan were employed as special counsel to assist the Attorney-General in the litigation and suit was brought against the railway for the collection of the claim in Duval County. The Commissioners are advised by counsel that the case will be tried at the April term of court.

EQUIPMENT OF LUMBER CARS.

The Legislature of 1903 passed an Act requiring every railroad in the State to equip its flat cars used for carrying lumber and timber with all proper and sufficient standards, supports, stays, strips, railing and necessary appliances to keep and hold the cargo firmly in place and providing a penalty of $1.50 per car to be paid the shipper upon their failure to so equip, the same being Chapter 5213, Laws of Florida. The impression prevails in some quarters that this law gives the Railroad Commission the power to require the railroads to so equip their flat cars, when as a matter of fact the Act confers no power whatsoever upon the Commission. The railroads in a great many instances induced mill men to sign away any claim upon them for their failure to comply with the provisions of this law. Some of the

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railroads undertook to make the law obnoxious to shippers by placing permanent or immovable standards on the cars, making it impossible to load lumber from the side. This matter was brought before the Commission early in 1904 by a number of lumber shippers, asking that we require the railroads to equip their flat cars in accordance with this law, but the Commissioners having no authority to require this, adopted a rule preventing the roads from placing immovable or objectionable standards on flat cars in the future; the same being Rule No. 23 of the "Rules Governing the Transportation of Freight," and for this we found our authority in the Railroad Commission law.

RAILROAD CONSTRUCTION.

Railroad building in the State has been keeping pace with the general progress of other industries. A number of new roads are now being extended through various parts of the State opening up and developing those sections.

The Atlanta and St. Andrews Bay Railroad is being constructed through Jackson and Washington Counties. This road will find its outlet to the Gulf at Panama City on St. Andrews Bay. It runs through a fertile farming section in Jackson County and opens up many thousand acres of valuable timber lands in Washington County.

The Seaboard Air Line Railway has secured control of the Tallahassee Southeastern Railway and the name of the road has been changed to the Tallahassee, Perry & Southeastern. The road is now being extended from its present terminus to Perry.

A new line of railroad is being constructed from Arcadia in DeSoto County to deep water on the Gulf at Boca Grande. This road is called the Charlotte Harbor & Northern Railroad. When completed it will be fifty-eight miles long.

The Apalachicola Northern Railway, which was under construction at the time of the making of our last annual report, is now nearing completion. This road will connect Apalachicola with Quincy and River Junc-

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tion and will reach deep water at St. Joseph Bay.

The Tampa Northern Railway has secured control of the Brooksville & Hudson road and proposes to extend its line from Tampa to Thomasville, Georgia. It is stated that this line will be completed within the next eighteen months.

RECOMMENDATIONS.

Separate Accommodations for White and Negro Passengers.

We would recommend that a law be passed requiring cars for the accommodation of both white and negro passengers, and conferring power on the Railroad Commission to enforce the same, and to authorize the Railroad Commission to require railroad and terminal companies to build and maintain separate waiting rooms for white and negro passengers at all stations on their lines.

Council for Railroad Commission.

We would recommend the passage of a law authorizing the Railroad Commission to employ an attorney by the year to advise them upon all questions which may come before the Commission and to conduct all litigation which may be necessary in carrying out the Acts of the Commission in administering the law. We have felt the need of this for a long time, because matters are constantly coming before us upon which it is necessary to have legal advice and have it promptly. Besides whatever litigation we may have, could be prosecuted to a conclusion more rapidly by one making a special study of this particular kind of law and who has no other duties other than to advise and conduct legal matters for the Commission. We believe that it would be a great deal cheaper for the State to pay the salary of such an attorney by the year than to pay special counsel in each particular case that may come up. This is borne out by the past. We have suits pending, the fees upon which would go a long way toward paying the salary of a regular attorney for some time to come; when, in the meantime, we would

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have the benefit of his services any day that we needed them. We have recently paid a fee to special counsel in cases that were instituted nearly three years ago, which would be sufficient in all probability to pay such salary as we would have to pay regular counsel for two years, and yet we did not have the services of that special counsel for any other matters.

Claims for Loss and Damage.

This office is in daily receipt of claims for lost and damaged freight. Claims are made upon the railroads for such loss or damage, a considerable number of which are paid after long and tedious work; but it seems to be the policy of the claim departments to evade settlement, and whenever traced by this office on such a claim, they take their own time to make replies, and then it is usual for them to say, "This claim is under active investigation," or that the papers are with such and such a road, or with their agent for investigation. And this method is pursued almost indefinitely.

For this class of claims the law does not authorize the Commission to make a rule regarding their payment, which if violated would enable the Commission to impose a fine upon the road failing to pay; and we are advised that the Legislature could not confer such authority upon the Commission. Therefore, in order to relieve this office of the immense amount of work which this character of claims puts upon us, and in order to force the railroad companies to actively investigate and promptly pay such claims, the nature of which are just and reasonable, we believe that a general statute should be passed similar to what is known as the "STOCK CLAIM LAW" of this State, enabling shippers to make claim for lost and damaged shipments of freight, giving the railroad company ninety (90) days in which to investigate and pay such claim, and providing, that if not paid within the time specified, that the claimant be allowed double damages and attorney's fees in the event he has to resort to suit. We do not recommend that this authority be given the Railroad Commission, but that a general statute be enacted under which claimants may proceed upon their own motion.

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The Secretary's Salary.

The position of Secretary to this Commission is one to which manifold duties are attached together with great responsibilities. It is a physical impossibility for the members of this Commission to carry out the thousand and one details of the work devolving upon this office and it frequently occurs that the Secretary is necessarily left in absolute charge of the conduct of whenever this is the case the Secretary is obliged to exercise his judgment and act for the Commission, because in the very nature of things immediate action is demanded, else the rights of citizens would be encroached upon. The Act of the Legislature creating the office fixed the salary of the Secretary at $1,200.00 per annum. The great increase in the detail work coupled with the increased cost of living, we believe fully justifies that the law should be so amended as to increase his salary to $1,800.00 per annum. Other States have recognized this and have very materially increased the salaries of the Secretaries of their Railroad Commission.

The present Secretary of the Commission, by his ability and experience in the office, has increased his usefulness to the State and we believe that it is but just that he receive compensation commensurate to his services. This can only be done by an Act of the Legislature as the Commissioners can only pay what is authorized by the law as it now stands.

Supervision of Physical Condition.

We would recommend the enactment of a law giving the Railroad Commission supervisory power over the physical condition of the railroad properties in this State with authority to employ a competent civil engineer or other person to make inspection of roadbeds, bridges, culverts, switches, switching signals and appliances, motive power and rolling stock, both freight and passenger, and report to the Railroad Commission.

If, after such inspection, it is found that any of these matters are in such condition as to jeopardize the lives and property of the public it would be the duty of the Commission to serve notice upon the railroad company at fault to show cause why the particular property or

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part of property found to be in such bad repair, should not proceed forthwith to have the necessary work or repairs made as would safeguard the lives and property of those having to do business with the railroad; and providing suitable penalty for a violation of an order of the Commission requiring this to be done.

It is necessary that the Railroad Commission have in their employ a capable engineer for the purpose of making surveys and estimates of the several railway properties in the State in order that the actual cost of same may be known for the purpose of rate making.

We have found it impossible to employ such a man for a special piece of work at what the State could afford to pay him for the reason that he looks upon such work as only temporary.

SALARIES AND EXPENSES OF RAILROAD COMMISSION OF FLORIDA FOR THE YEAR ENDING DECEMBER 31, 1906.

Salaries	$ 8,700.00
Transportation	409.01
Legal expenses	5,612.03
Stationery	82.01
Printing	421.45
Postage	219.48
Freight and drayage	5.33
Telegraph and telephone	160.67
Stenographer	465.05
Janitor	195.00
File cases	45.00
Incidentals	4.50
	$16.319.53

Respectfully submitted,

R. HUDSON BURR, Chairman.
JOHN L. MORGAN,
NEWTON A. BLITCH,
Commissioners.

ROYAL C. DUNN, Secretary.

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APPENDIX A.

ORDERS.

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ORDERS.

ORDER NO. 88.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE CLASSIFICATION OF BROOMCORN.

This matter coming on to be heard, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies and common carriers having been given an opportunity to be heard,

IT IS ORDERED, by the Railroad Commissioners of the State of Florida, that classification No. 2 of the Railroad Commission of the State of Florida be amended, effective March 7th, 1906, by the addition of the following:

	Class
"Broomcorn, packed in barrels, L. C. L.	5
Same, C. L.	D"

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 7th day of March, A. D. 1906.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 89.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE ORLANDO AND SANFORD BOARDS OF TRADE AND OTHER CITIZENS OF THAT SECTION FOR BETTER CONNECTIONS BETWEEN THE ATLANTIC COAST LINE RAILROAD AND THE FLORIDA EAST COAST RAILWAY BETWEEN SANFORD AND TITUSVILLE AND ORANGE CITY JUNCTION AND NEW SMYRNA, FLORIDA.

This matter coming on for further hearing and consideration by the Commissioners, and it appearing to the Commission, after the issuance of Orders No. 84 and No. 85 that the schedules prescribed for the Atlantic Coast Line Railroad train No. 80 and for the Florida East Coast Railway train No. 12, Sanford to Titusville, will not permit that train to make its connections with Florida East Coast train No. 78, north bound, for Jacksonville.

And the Commissioners being advised of the importance of that connection to the citizens living along the line of the Florida East Coast Railway from Sanford to Titusville.

IT IS THEREFORE ORDERED AND ADJUDGED that orders Nos. 84 and 85 be and the same are hereby rescinded, and that you, the Atlantic Coast Line Railroad Company change the schedule of your passenger train No. 80 so that it will leave Tampa at 7:40 daily, or at such time as will enable it to arrive at Sanford at 12:20 p. m. and at Orange City Junction at 1:10 p. m.

AND IT IS FURTHER ORDERED that these schedules go into effect on April 15th, 1906, and remain in operation until the further orders of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 10th day of March, A. D. 1906.

(Sd.) JEFFERSON B. BROWNE, Chairman.

Attest: (Sd.) R. C. DUNN, Secretary.

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ORDER NO. 90

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE ORLANDO AND SANFORD BOARDS OF TRADE AND OTHER CITIZENS OF THAT SECTION FOR BETTER CONNECTIONS BETWEEN THE ATLANTIC COAST LINE RAILROADS AND THE FLORIDA EAST COAST RAILWAY BETWEEN SANFORD AND TITUSVILLE AND ORANGE CITY JUNCTION AND NEW SMYRNA, FLORIDA.

This matter coming on for further hearing and consideration by the Commissioners, and it appearing to the Commission, after the issuance of Orders No. 84 and No. 85 that the schedules prescribed for Atlantic Coast Line Railroad train No. 80 and for the Florida East Coast Railway train No. 12, Sanford to Titusville, will not permit that train to make its connections with the Florida East Coast train No. 78 north bound, for Jacksonville.

And the Commissioners being advised of the importance of that connection to the citizens living along the line of the Florida East Coast Railway from Sanford to Titusville,

IT IS THEREFORE ORDERED AND ADJUDGED that Orders No. 84 and No. 85 be and the same are hereby rescinded, and that you, the Florida East Coast Railway Company change your schedules as follows:

That your train No. 29 shall arrive at Titusville at 2:40 p. m. daily, but shall wait ten minutes longer for the arrival of your train No. 12 from Sanford if the same shall be delayed, and will arrive within that time.

That your train No. 78 shall arrive at Titusville at 2:30 p. m., but shall wait ten minutes longer for the arrival of your train No. 12 from Sanford, if the same shall be delayed and will arrive within that time.

That your train No. 12 shall leave Sanford at 12:35 p. m., but if the Atlantic Coast Line Railroad train No. 80 is late, and will arrive within 15 minutes of its schedule time, then your train No. 12 shall wait for its arrival and shall make connection with your trains No. 29 and No. 78 at Titusville.

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That your train No. 2 shall leave Orange City Junction at 1:25 p. m., but if the Atlantic Coast Line passenger rain No. 80 is late, and will arrive within 15 minutes of its schedule time, then your train No. 2 shall wait for its arrival and shall make connection with your train No. 29 at New Smyrna.

AND IT IS FURTHER ORDERED that the schedules go into effect on April 15th, 1906, and remain in operation until the further orders of this Commission.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 10th day of March, A. D. 1906.

(Sd.) JEFFERSON B. BROWNE, Chairman.

Attest: (Sd.) R. C. DUNN, Secretary.

ORDER NO. 91.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF PETITION OF BOARD OF TRADE OF FT. MEADE FOR BETTER DEPOT FACILITIES:

This matter coming to be heard, on the 9th day of March, A. D. 1906, after due notice to the Atlantic Coast Line Railroad Company, and the said railroad company being represented at the meeting by Mr. Morton Riddle, and the petitioners by Mr. W. B. Gardner, and the Commissioners, after being duly advised in the premises, are satisfied that certain changes, additions and improvements should be made at the station at Ft. Meade,

IT IS THEREFORE ORDERED AND ADJUDGED that the following additions and improvements be made by the Atlantic Coast Line Railroad Company to their depot at Ft. Meade, Florida.

An addition of 30 feet to be made on the north end of the depot, and proper waiting rooms to be provided. Two additional doors to be put on the east side of the warehouse. A covered platform 20 feet long on the south end.

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Warehouse to be set back to the east of the depot track, instead of along main line as at present.

IT IS FURTHER ORDERED that said additions and improvements shall be completed within ninety days from this date.

Done and ordereed by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 9th day of March, A. D. 1906.

(Signed) JEFFERSON B. BROWNE, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 92.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE ST. AUGUSTINE & SOUTH BEACH RAILROAD.

This matter coming on this day to be heard after due notice to the St. Augustine & South Beach Railroad, and the said railroad being represented and heard by the Railroad Commissioners, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ODJUDGED that the following schedule of freight and passenger tariffs be allowed and prescribed for the St. Augustine & South Beach Railroad, and the same shall be put into operation by said railroad and be effective at once on said road:

FREIGHT RATES.

Packages, weighing less than 100 lbs.....10c
Packages, weighing 100 lbs. and less than 300 lbs..20c
Packages, weighing 200 lbs. and less than 300 lbs..30c

PASSENGER RATES.

St. Augustine to light house.....15c
St. Augustine to light house and return.....25c
Light house to South Beach.....15c

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Light House to South and return.....25c
St. Augustine to South Beach.....25c

The above rates will apply in both directions.

For children between the ages of 5 and 12 years, half the above rates will be charged.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 3rd day of April, A. D. 1906.

(Signed) J. L. MORGAN,
Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 93.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF RATES OF TOLL TO APPLY OVER THE TOLL BRIDGE OF THE ST. AUGUSTINE & SOUTH BEACH RAILROAD AND BRIDGE COMPANY.

This matter coming on this day to be heard after due notice to the St. Augustine & South Beach Railroad and Bridge Company, and the said Company being represented and heard by the Railroad Commissioners, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following rates of toll over the toll bridge of the St. Augustine & South Beach Railroad and Bridge Company be and the same is hereby prescribed, allowed and adopted for the St. Augustine & South Beach Railroad and Bridge Company, and the same shall be put into operation by said Company and be effective at once over said toll bridge:

5c for passenger or bicyclist.

10c for man and horse.

15c for single seat cart or buggy, one horse and driver, and 5c for each additional person.

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20c for horse and two-seated vehicle or buggy and driver, and 5c for each additional person.

25c for two horses, vehicle and driver, and 5c for each additional person.

15c for automobile with one seat and driver, and 5c for each additional person.

20c for automobile with two seats and driver, and 5c for each additional person.

30c for automobile with three seats and driver, and 5c for each additional person.

Wagons, single and double, same as for single and double buggies.

Loose driven horses and stock cattle five cents per head, the same, however, to be under full control of proper drivers to prevent stampeding and keeping them within a walk on the bridge, and no lot at one driving shall exceed fifty in number. They shall also be crossed late in the evening or early in the morning at such an hour as shall be prescribed by the agent or owner of such toll bridge, so not to interfere with the day traffic.

The bridge shall be kept open from 5:30 A. M. to 7:00 P. M. daily, but the bridge tender shall be in attendance at the bridge, day and night and shall open the bridge at any time during the night in case of emergency.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 3rd day of April, A. D. 1906.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 94.

RAILROAD COMMISSION, STATE OF FLORIDA.

TO THE ATLANTIC COAST LINE RAILROAD COMPANY:

Complaint having been made to the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company is guilty of unjust discrimination in favor of the Western Union Telegraph Company by transporting and distributing for said Western Union Telegraph Company its men, wire, poles and other material for the erection, maintenance, operation, repair, construction and re-construction of its line of wire along said railroad, in said State, and refuses to perform like services for any and all other telegraph and telephone companies; and due notice having been served on the Atlantic Coast Line Railroad Company that there would be a meeting of the Railroad Commissioners, at their office, in Tallahassee, at ten o'clock A. M. April 9th, A. D. 1906, at which they would be heard, to show cause, if any they had, why such unjust discrimination should not cease, and they be required to transport and distribute for any and all telegraph and telephone companies, their men, wire, poles and other material over and along the line of their railroad, within said State of Florida, and why a just and reasonable rate should not be prescribed for said Atlantic Coast Line Railroad Company to charge for such services; and the said railroad company not having appeared by counsel, or otherwise, in response to said notice, and having filed no answer to the said complaint; and the Commissioners being fully advised, do find that the Atlantic Coast Line Railroad Company, in hauling and distributing between stations on and along its line of railroad in the State of Florida for the Western Union Telegraph Company, its men, wire, poles and other material for the erection, maintenance, operation, repair, construction of its line of wire, and in refusing to perform like services for any and all other telegraph companies, is guilty of unjust discrimination in favor of said Western Union Telegraph Company, and is in violation of Chapter 4700 of the laws of Florida;

IT IS HEREBY ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that such

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unjust discrimination be discontinued, and that said Atlantic Coast Line Railroad Company be and is hereby required to haul and distribute between its stations on and alongside its line of railroad in the State of Florida for any and all telegraph and telephone companies, their men, poles, wire and other material for the erection, maintenance, operation, repair, construction and re-construction of their lines of wire;

IT IS FURTHER ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that the said Atlantic Coast Line Railroad Company, for such services performed and rendered for any telegraph or telephone company, may charge the current tariff rates from the point of shipment to the first regular station next beyond the last intermediate place where such material is to be unloaded, and the consignor shall furnish all labor necesary to effect such distribution, and shall pay full first-class passenger fares for all men whom they send with such cars to effect such distribution; and for the extra service of stopping cars and engines between stations, as above indicated, the railroad company may charge and collect ten dollars per car per day in addition to the current rate.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahasee, Florida, this 10th day of April, A. D., 1906.

(Signed) JEFFN. B. BROWNE, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 95.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE BROOKSVILLE & HUDSON ROAD OF THE ARIPEKA SAW MILLS.

This matter coming on this day to be heard, after due notice to the Brooksville & Hudson Road of the Aripeka Saw Mills, and the said road being represented and heard by the Railroad Commissioners, and the Railroad Commissioners being fully advised in the premises.

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IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight and passenger tariffs be allowed and prescribed by the Railroad Commissioners of the State of Florida for the Brooksville & Hudson Road of the Aripeka Saw Mills and the same shall be put into operation by said road and be effective at once.

(See Appendix.)

Passenger Rate:

Straight fare, 4c per mile.

Round trip ticket, good for five days, exclusive of day of sale, 3c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 16th day of April, A. D., 1906.

(Signed) J. L. MORGAN,
Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 96.

RAILROAD COMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE ORDER REQUIRING THE ATLANTIC COAST LINE RAILROAD COMPANY TO HAUL AND DISTRIBUTE BETWEEN ITS STATIONS. FOR TELEGRAPH AND TELEPHONE COMPANIES, THEIR MEN, POLES, WIRE AND OTHER MATERIAL, ETC.

The Postal Telegraph-Cable Company, a corporation of the State of New York, doing a general telegraph business throughout the United States, and in the State of Florida having complained to the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company had, upon demand of the said Postal Telegraph-Cable Company, refused to obey the order of the Railroad Commissioners of the State of Florida made on the 10th. day of April, A. D. 1906, ordering and adjudging that the said Atlantic Coast Line Railroad Company be required to

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haul and distribute between its stations on and along its line of railroad in the State of Florida, for any and all telegraph and telephone companies, their men, poles, wire and other material, for the erection, maintenance, operation, repair, construction and re-construction of their lines of wire:

IT IS THEREFORE ORDERED by the Railroad Commissioners of the State of Florida that the Attorney General of said State be and he is hereby requested and directed to institute such proceedings in the courts as may be necessary to enforce compliance by the said Atlantic Coast Line Railroad Company with the order of the Railroad Commissioners aforesaid, in behalf of the said Postal Telegraph-Cable Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this the 25th day of April, A. D. 1906.

(Signed) JEFFERSON B. BROWNE, Chairman.
Attest: (Sd.) R. C. DUNN, Secretary.

ORDER NO. 97.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF CITIZENS OF COCOANUT GROVE, FLORIDA, FOR AN ORDER OF THE RAILROAD COMMISSION, REQUIRING THE ESTABLISHING OF AN AGENCY AT COCOANUT GROVE.

This matter coming on to be heard, after due notice to the Florida East Coast Railway, on the 8th day of March, 1906, and said Railway having appeared and been represented and heard, and it appearing from the hearing and investigation made by this Commission that there is need for the establishment of an agency at Cocoanut Grove, Florida,

IT IS HEREBY ORDERED AND ADJUDGED, that you, the Florida East Coast Railway, do establish an

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agency at Cocoanut Grove, Florida, on the line of your road, and that you, the said Florida East Coast Railway, are hereby allowed thirty days from this date to have such agency established.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 30th day of April, A. D. 1906.

(Sd.) JEFFERSON B. BROWNE, Chairman.

Attest: (Sd.) R. C. DUNN, Secretary.

ORDER NO. 98.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

Whereas charges were made before the Railroad Commissioners of the State of Florida by the Columbus Lumber Company that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employees did, on the 28th day of February, A. D. 1906, and divers other days preceding said date, decline and refuse to act as a common carrier to transport lumber and shingles from Columbus, Florida, offered to the said railroad corporation by the said Columbus Lumber Company for transportation, whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation, violated and disregarded Chapter 4700 of the Laws of Florida, and Rule 3 of the "Rules Governing the Transportation of Freight" as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

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"3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failue to transport such aticle within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule," and

Whereas ten days' notice of the said charges of such violation and disregard of said law and said rule by said railroad corporation was given to the said, The Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and after the expiration of said ten days notice the said, The Seaboard Air Line, were heard by the said Railroad Commissioners upon the said charges, and after having heard the said, The Seaboard Air Line Railway, upon said charges, the said Railroad Commissioners determined and found that the said, The Seaboard Air Line Railway, a railroad corporation, did, on the said 28th day of February, A. D. 1906, violate and disregard said Rule 3 as prescribed by the said Railroad Commissioners, by then and there declining and refusing to act as a common carrier to transport lumber and shingles from Columbus, Florida, a point on the line of said railroad, which said lumber and shingles were duly offered by the Columbus Lumber Company to the said, The Seaboard Air Line Railway, for transportation.

Now, therefore, the Railroad Commissioners of the State of Florida do hereby find and adjudge that the Seaboard Air Line Railyway, a railroad corporation, has been guilty of a violation of Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Three Hundred ($300.00) Dollars, and the said Railroad Commissioners order and adjudge that you, the said Seaboard Air Line Railway, a railroad corporation, for your said offence do pay the sum of Three Hundred ($300.00) Dollars to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their offices in the City of Tallahassee, Florida, this 25th day of May, A. D. 1906.

(Signed) JEFF. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 99.

RAILROAD COMMISSION, STATE OF FLORIDA.

PHYSICAL CONNECTION OF THE SEABOARD AIR LINE RAILWAY AND THE ATLANTIC COAST LINE RAILROAD AT LEESBURG, FLORIDA.

This matter coming on this day to be heard, after due notice to the Seaboard Air Line Railway and to the Atlantic Coast Line Railroad Company, and the Seaboard Air Line Railway and the Atlantic Railroad Company having been given an opportunity to be heard, and the Commissioners being duly advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That you, the Seaboard Air Line Railway, and you, the Atlantic Coast Line Railroad Company, make physical connections of your roads near their crossing at Leesburg, Florida, on or before the 15th day of July, A. D. 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 2nd day of June, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 100.

RAIROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE PETITION OF CITIZENS OF DURBIN, FLORDA, FOR AN ORDER OF THE COMMISSION REQUIRING THE ESTABLISHING OF AN AGENCY AT DURBIN.

This matter coming on for a hearing on March 8th, 1906, after due notice to the Florida East Coast Railway, and the said railway and the petitioners being represented and heard by the Railroad Commissioners of the State of Florida, and the said Commissioners being of the opinion that there is not such a public necessity for the establishment of an agency at Durbin, Florida, as would

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justify the Commissioners in making an order requiring the railway to establish an agency at that station.

IT IS, THEREFORE, ORDERED, That the petition for an agency at Durbin, Florida, be and the same is hereby denied.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 5th day of June, A. D., 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 101.

RAILROAD COMMISSION, STATE OF FLORIDA.

ADOPTION OF THREE-CENT PASSENGER RATE FOR THE FLORIDA EAST COAST RAILWAY NORTH OF HOMESTEAD.

Due notice of the proposed adoption of a three-cent per mile rate for passenger fares for the Florida East Coast Railway, north of Homestead, Florida, having been given to the Florida East Coast Railway and the said Florida East Coast Railway being represented by J. P. Beckwith, Traffic Manager, and Alexander St. Clair-Abrams, Esq., and heard on the subject, and the Railroad Commissioners being duly advised in the premises.

IT IS HEREBY ORDERED, That the full rate to be charged by the Florida East Coast Railway for the transportation of passengers over its line, north of Homestead, Florida, shall be three cents per mile, and the half rate shall be one and a half cents per mile for each passenger.

IT IS FURTHER ORDERED, That children under five years of age, when traveling with parents or guardians shall be carried free, and those between the ages of five and twelve, shall be charged half fare.

IT IS FURTHER ORDERED, That the Florida East Coast Railway shall operate the above prescribed rates on its line north of Homestead, Florida, from and after July 1st, 1906.

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Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 13th day of June, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 102.

IN THE MATTER OF THE PETITION FOR AN ORDER OF THE COMMISSION REQUIRING THE CONSTRUCTION OF A SIDE TRACK AT THE 237 MILE POST ON THE GEORGIA, SOUTHERN AND FLORIDA RAILWAY.

This matter coming on this day for further consideration, a hearing having been had on the 18th of June, 1906, after due notice to the Georgia Southern & Florida Railway Company, and the said Railway Company having been represented and heard by the Railroad Commissioners, and the said Commissioners being of the opinion that the circumstances and conditions in the premises would not justify the Railroad Commissioners in requiring the said Railway Company to construct a side track at the 237 mile post,

IT IS HEREBY ORDERED, That the petition for a side track at the 237 mile post on the Georgia Southern & Florida Railway be and the same is hereby denied.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 22nd day of June, A. D. 1906.

(Signed). J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 103.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, LAWS OF FLORIDA.

Whereas charges were made before the Railroad Commissioners of the State of Florida by the McDowell Crate and Lumber Company, a corporation doing business in Marion County, State of Florida, that the Seaboard Air Line Railway, a railroad corporation by its officers, agents and employees did on the 13th day of June, A. D. 1906, and divers other days preceding said date, decline and refuse to act as a common carrier to transport lumber from Oak, Florida, to Jacksonville, Florida, offered to the said railroad corporation by the said McDowell Crate and Lumber Company for transportation, whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Ralroad Commissioners of the State of Florida, which rule is as follows:

"3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule," and

Whereas ten days notice of the said charge of such violation and disregard of said law and said rule by said railroad corporation was given to the said, The Seaboard Air Line Railway, by the Railroad Commissioners aforesaid, and after the expiration of said ten days notice the said, The Seaboard Air Line Railway, were heard by the

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said Railroad Commissioners upon the said charges and after having heard the said, The Seaboard Air Line Railway, upon said charges the said Railroad Commissioners determined and found that the said, The Seaboard Air Line Railway, a railroad corporation, did, on the 13th day of June, A. D. 1906, violate and disregard said Rule 3 as prescribed by the said Railroad Commissioners, by then and there declining and refusing to act as a common carrier to transport lumber from Oak, Florida, a point on the line of said railroad to Jacksonville, Florida, which said lumber was duly offered by the McDowell Crate & Lumber Company, a corporation, to the said, The Seaboard Air Line Railway, for transportation.

Now, therefore, the Railroad Commissioners of the State of Florida, do hereby find and adjudge that the Seaboard Air Line Railway, a railroad corporation, has been guilty of a violation of Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Three Hundred ($300.00) Dollars, and the said Railroad Commissioners order and adjudge that you, the said Seaboard Air Line Railway, a railroad corporation, for your said offense, do pay the sum of Three Hundred ($300.00) Dollars to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 5th day of July, A. D., 1906.

(Signed). J. L. MORGAN, Acting Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 104.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF SIDE TRACK AND DEPOT FACILITIES AT VEREEN, FLORIDA.

This matter coming on to be heard on June 12th, A. D. 1906, after due notice to the Seaboard Air Line Railway, and the said Seaboard Air Line Railway having been represented by G. P. Raney, Esq., and H. W. Stanley, Superintendent, and the Railroad Commissioners having

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heard the representatives of the said railway, and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That you, the Seaboard Air Line Railway, construct at Vereen, Florida, a station on your line, a side track and a suitable freight and passenger depot, consisting of two passenger waiting rooms, one for white and one for colored passengers, and a freight room to contain floor space of not less than 800 square feet, the same to be completed on or before September 1st, 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 5th day of July, A. D. 1906.

(Signed). J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 105.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE ATTER OF SIDE TRACK AND DEPOT FACILITIES AT WOODVILLE, FLORIDA.

This matter coming on to be heard on June 12th, 1906, after due notice to the Seaboard Air Line Railway, and the said Seaboard Air Line Railway having been represented by G. P. Raney, Esq., and H. W. Stanley, Superintendent, and the Railroad Commissioners having heard the representatives of the said Railway, and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That you, the Seaboard Air Line Railway, construct at Woodville, Florida, a station on your line, a side track and a suitable freight and passenger depot, consisting of two passenger waiting rooms, one for white and one for colored passengers and a freight room to contain floor space of not less than 800 square feet, the same to be completed on or before September 1st, 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 5th day of July, A. D. 1906.

(Signed). J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 106.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF WHARFAGE CHARGES AT FERNANDINA AND JACKSONVILLE.

This matter coming on this day to be heard, after due notice to the Seaboard Air Line Railway, the Atlantic Coast Line Railway Company, the Southern Railway Company, the Georgia, Southern and Florida Railway Company, and the St. Johns River Terminal Company, and the representatives of the transportation companies and the shippers having appeared before the Commissioners and stated that they had agreed upon wharfage rates, and requested that the Commissioners dismiss further proceedings in the matter, the wharfage rates agreed upon being satisfactory to the Commissioners.

IT IS HEREBY ORDERED AND ADJUDGED, That this proceeding be, and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 2nd day of October, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ODER NO. 107.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT LEE, FLORIDA.

This matter, coming on this day to be heard, after due notice to the Seaboard Air Line Railway, and the said Seaboard Air Line Railway having been represented by H. W. Stanley, Superintendent, and the petitioners by M. D. Williams, Esq., and the Commissioners having heard the representatives of the said Railway and the petitioners, and being fully advised in the premises;

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IT IS HEREBY ORDERED AND ADJUDGED, That you, the Seaboard Air Line Railway, enlarge and improve your depot at Lee, Florida, in accordance with plans agreed upon between the Commissioners and H. W. Stanley, representing the said Railway; same to be completed within sixty (60) days from this date.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 9th day of October, A. D. 1906.

(Signed) JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

ORDER NO. 108.

IN THE MATTER OF DEPOT FACILITIES AT AUCILLA, FLORIDA.

This matter, coming on this day to be heard, after due notice to the Seaboard Air Line Railway, and the Seaboard Air Line Railway having been represented by H. W. Stanley, Superintendent, and the Railroad Commissioners having heard the representative of the said Railway, and being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That you, the Seaboard Air Line Railway, enlarge and improve your depot at Aucilla, Florida, in accordance with plans agreed upon between the said Commissioners and H. W. Stanley; same to be completed within thirty (30) days from this date.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 9th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 109.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FAR THE ATLANTA & ST. ANDEWS BAY RAILWAY COMPANY.

This matter coming on this day to be heard upon application of the Atlanta & St. Andrews Bay Railway Company for an order of the Railroad Commission prescribing a schedule of freight and passenger rates for the use of the said Railway Company, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the following schedule of freight and passenger tariffs be allowed and prescribed for the Atlanta and St. Andrews Bay Railway Company; and the same shall be put into operation by the said Railway Company and be effective at once on said road:

(See Appendix.)

PASSENGER RATES:

Straight fare, 4c per mile; round trip tickets, good for five days, exclusive of day of sale, 3c per mile.

IT IS FURTHER ORDERED, That the Atlanta & St. Andrews Bay Railway Company shall operate all other rates prescribed by the Railroad Commission for the use of all the railroad companies and common carriers doing business in this State, copies of which are hereto attached.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 12th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 110.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT LAWTEY, FLORIDA.

This matter coming on to be heard on October 4th, 1906, after due notice to the Seaboard Air Line Railway, and the said Seaboard Air Line Railway having been given an opportunity to be heard, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That you, the Seaboard Air Line Railway, construct a depot at Lawtey, Florida, according to the plans and specifications of your No. 3 depot, with sufficient additional shed room to accommodate the strawberry shippers at Lawtey, Florida, the same to be completed within sixty days from this date.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 13th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 111.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT VEREEN, FLORIDA.

This matter coming on for a rehearing, upon upplication of the Seaboard Air Line Railway on October 17th, 1906, and the said Railway being represented by H. W. Stanley, Superintendent, and G. P. Raney, Esq., and the petitioners being represented by W. A. Hammond, and the representatives of the railway and petitioners having been heard in the matter by the Railroad Commissioners,

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and the Commissioners being fully advised in the premises;

'IT IS HEREBY ORDERED AND ADJUDGED, That Order No. 104 of the Railroad Commission, be and the same is hereby revoked.'

IT IS FURTHER ORDERED, That the Seaboard Air Line Railway construct a warehouse at Vereen, Florida, in accordance with the plans and specifications of the warehouse of their No. 3 depot, the same to be completed within sixty (60) days.

AND IT IS FURTHER ORDERED, That consideration of the petition for passenger waiting rooms be postponed until such time as the passenger business of Vereen shall, in the judgment of the Commission justify the erection of passenger waiting rooms.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 19th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 112.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT MINNEOLA, FLORIDA.

This matter coming on to be heard on October 18th, 1906, after due notice to the Atlantic Coast Line Railroad Company, and the said railroad company being represented by H. A. Ford, General Superintendent, and the Commissioners having heard Mr. Ford in behalf of the said Railroad Company, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the Atlantic Coast Line Railroad Company improve and add an office and two waiting rooms, one for white and one for colored passengers, to the depot at Minneola,

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Florida, the same to be completed within ninety (90) days.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the City of Tallahassee, Florida, this 19th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 113.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT PALATKA, FLORIDA.

This matter coming on to be heard on October 18, 1906, after due notice to the Atlantic Coast Line Railroad Company, and the Railroad Company having been represented by H. A. Ford, Superintendent, and the petitioners by S. J. Hilburn, G. M. Davis and Geo. B. Seldon, and the Commissioners having heard the representatives of the Railroad Company and the petitioners and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That the Atlantic Coast Line Railroad Company construct a suitable passenger depot at Palatka, Florida, of sufficient capacity to accommodate the passenger business at that place, provided with modern conveniencies for heating, lighting and toilet purposes.

IT IS FURTHER ORDERED, That the said Railroad Company submit plans and specifications for said passenger depot to the Railroad Commissioners for their approval, on or before November 20, 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City Tallahassee, Florida, this 20th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 114.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT CADILLAC, FLORIDA.

This matter coming on to be heard on October 18th, 1906, after due notice to the Atlantic Coast Line Railroad Company, and the said Railroad Company having been represented by H. A. Ford, General Superintendent, and the Commissioners having heard Mr. Ford in behalf of said Railroad Company, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That the Atlantic Coast Line Railroad Company construct a depot at Cadillac, Florida, to be 35 feet long and 22 feet wide, half enclosed, and to have a covered platform, the same to be completed within 60 days from this date.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this 20th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 115.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES AT LEESBURG, FLORIDA.

This matter coming on to be heard on October 18th, 1906, after due notice to the Atlantic Coast Line Railroad Company, and the said Railroad Company having been represented by H. A. Ford, General Superintendent, and Mr. Ford having been heard by the said Commissioners in behalf of the Railroad Company, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That the Atlantic Coast Line Railroad Company construct a

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suitable passenger depot at the "Y" or some other point convenient for the traveling public at Leesburg, Florida, of sufficient capacity to accommodate the passenger business at that place, provided with necessary conveniences.

IT IS FURTHER ORDERED, That the said Railroad Company submit plans for said depot to the Railroad Commissioners for their approval on or before November 20, 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this 20th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 116.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700 OF THE LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by the Otter Creek Lumber Company, a corporation doing business in Levy County, State of Florida, that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employes did, on the 15th day of June, A. D. 1906, and on divers other days preceding said date; and on the 30th day of June, A. D. 1906, and on divers other days preceding said date; and on the 12th day of July, A. D. 1906, and on divers other days preceding said date; and on the 24th day of July, A. D. 1906, and on divers other days preceding said date, decline and refuse to act as a common carrier to transport lumber from Otter Creek, Flor-

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ida, to Fernandina, Florida, offered to the said Railroad Corporation by the said Otter Creek Lumber Company for transportation, whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida and Rule 3 of the "Rules Governing the Transportation of Freight" as prescribed by the Railroad Commissioners of the State of Florida, which said rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And

WHEREAS, Ten days notice of the said charges of such violation and disregard of said law and said rule by said railroad corporation was given to the said Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and after the expiration of the said ten days' notice the said, the Seaboard Air Line Railway, were heard by the said Railroad Commissioners upon said charges, and after having heard the said, the Seaboard Air Line Railway, upon said charges, the said Railroad Commissioners determined and found that the said, the Seaboard Air Line Railway, a railroad corporation, did on the said 15th day of June, A. D. 1906, and on the said 30th day of June, A. D. 1906, and on the said 12th day of July, 1906, and on said 24th day of July A. D. 1906, violate and disregard said rule as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Otter Creek, Florida, a point on the line of said railroad, to Fernandina, Florida, which said lumber was duly offered by the Otter Creek Lumber Company, a corporation, to the said, the Seaboard Air Line Railway, for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Seaboard Air Line Railway, a railroad corporation, has been guilty of a violation of Rule 3 of the "Rules Covering the Transportation of Freight," as prescribed by the

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Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of five hundred dollars ($500.00), and the said Railroad Commissioners do order and adjudge that you, the Seaboard Air Line Railway, a railroad corporation, for your said offence, do pay the sum of five hundred dollars ($500.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this 26th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER 117.

OFFICE OF THE RAILROAD COMMISSION OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by the Otter Creek Lumber Company, a corporation doing busines in Levy County, State of Florida, that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employees, did on the 10th day of August, A. D. 1906, and on divers days preceding said date; and on the 25th day of August, A. D. 1906, and on divers days preceding said date; and on the 5th day of September, A. D. 1906, and on divers days preceding said date; and on the 18th day of September, A. D. 1906, and on divers days preceding said date; and on the 28th day of September, A. D. 1906, and on divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from Otter Creek, Florida to Fernan-

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dina, Florida, offered to the said railroad corporation by the said Otter Creek Lumber Company for transportation; whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida and Rule 3, of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And

WHEREAS, Ten days' notice of the said charges of such violation and disregard of said law and said rule by said railroad corporation was given to the said, the Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and, after the expiration of said ten days' notice, the said, the Seaboard Air Line Railway, were heard by the said Railroad Commissioners upon the said charges, and after having heard the said Seaboard Air Line Railway upon said charges the said Railroad Commissioners determined and found that the said Seaboard Air Line Railway, a railroad corporation, did on the said 10th day of August and on the said 25th day of August, A. D. 1906, and on the said 5th day of September, A. D. 1906, and on the said 18th day of September, A. D. 1906, violate and disregard said Rule 3, as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Otter Creek, Florida, a point on the line of said railroad to Fernandina, Florida, which said lumber was duly offered by the said Otter Creek Lumber Company, a corporation, to the Seaboard Air Line Railway for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Seaboard Air Line Railway has been guilty of a violation of Rule 3, of the "Rules Governing the Transportation of Freight" as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and im-

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posed at the sum of $500.00, and the said Railroad Commissioners ORDER AND ADJUDGE that you, the Seaboard Air Line Railway, a railroad corporation, for your said offence, do pay the sum of $500.00 to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 26th day of October, A. D., 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER 118.

OFFICE OF THE RAILROAD COMMISSION OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SEA BOARD AIR LINE RAILWAY FOR VIOLATING RULE 3, OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700 OF THE LAWS OF FLORIDA.

This matter coming on to be heard on October 17th, A. D. 1906, after due notice to the Seaboard Air Line Railway, and the Seaboard Air Line Railway being represented by G. P. Raney, Esq., and E. L. Ryan, Superintendent, and the complainant, J. V. Brown, being present and the representatives of the said railway and the complainant, J. V. Brown, having been heard by the Railroad Commissioners and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND AJUDGED, That judgment in this case be, and the same is, hereby suspended.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 27th day of October, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 119.

OFFICE OF THE RAILROAD COMMISSION OF THE STATE OF FLORIDA.

IN THE MATTER OF PETITION FOR BETTER DEPOT FACILITIES AT BROOKSVILLE, FLORIDA.

This matter coming on to be heard on October 18th, A. D. 1906, after due notice to the Atlantic Coast Line Railroad Company, and the said railroad company being represented by H. A. Ford, General Superintendent, and Mr. Ford having been heard by the Railroad Commissioners, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the said Atlantic Coast Line Railroad Company improve and enlarge their depot at Brooksville, Florida, by adding forty feet to the wareroom, extending the platform at west end of depot far enough to make fifty feet of covered platform, providing more space for wagons to unload and discharge freights, providing low platform or pavement at east end of depot for passengers to board and leave trains, providing an additional window in each passenger waiting room, and providing each room with a heater for use in cold weather.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 27th day of October, A. D., 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 120.

OFFICE OF THE RAILROAD COMMISSION OF STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE 7, OF THE "GENERAL RULES" OF THE RAILROAD COMMISSION.

This matter coming on to be heard on October 27th, 1906, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies having been given an opportunity to be heard, and the Commisioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ODJUDGED, That the Rules and Regulations of the Railroad Commissioners of the State of Florida be, and the same are, hereby amended, as follows:

By substituting the following in lieu of Rule 7, of the "General Rules";

"7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida advance or increase any special rates or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval."

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 1st day of November, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 121.

OFFICE OF THE RAILROAD COMMISSION OF STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF THE RULES AND REGULATIONS OF THE RAILROAD COMMISSION BY ADDING RUL 26.

This matter coming on to be heard on October 27th, 1906, after due notice to all the railroad companies and common carriers doing business within the State of Florida, and the said railroad companies having been given an opportunity to be heard, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That the Rules and Regulations of the Railroad Commissioners of the State of Florida be, and the same are, hereby amended as follows:

By adding the following to the "Rules Governing the Transportation of Freight."

"26. At all of their agencies in Florida, railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock, A. M., and 5 o'clock, P. M., provided that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner."

This rule to be effective on and after November 15th, 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office, in the city of Tallahassee, Florida, this 1st day of November, A. D., 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 122.

OFFICE OF THE RAILROAD COMMISSION OF STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF THE "DEMURRAGE RULES" OF THE RAILROAD COMMISSION BY ADDING RULE 15.

This matter coming on to be heard on October 27th, A. D. 1906, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies having been given an opportunity to be heard and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the Rules and Regulations of the Railroad Commissioners of the State of Florida be, and the same are, hereby amended by adding the following to the "Demurrage Rules:"

"15. When a shipper makes written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from seven o'clock, A. M., the day following such application.

"Or, when the shipper making such application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from seven o'clock, A. M., the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

"Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereon, computing from seven o'clock A. M., the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

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"For failure to comply with this rule the company so offending shall forfeit and pay to the shipper applying the sum of $2.00 per car per day, or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

"PROVIDED, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

"PROVIDED, further, that this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's Rules Governing the Transportation of Freight."

This rule shall not be effective until December 15th, A. D. 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 1st day of November, A. D., 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO 123.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF THE "DEMURRAGE RULES" BY ADDING RULE SIXTEEN.

This matter, coming on this day to be heard, after due notice to all the railroad companies and common carriers doing business wholly or part within the State of Florida, and the said railroad companies having been given an oppotrunity to be heard, and the Commissioners being fully advised in the premises.

IT IS HEREBY ORDERED AND ADJUDGED, That

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the Rules and Regulations of the Railroad Commissioners of the State of Florida be and the same are hereby amended by adding the following to the "Demurrage Rules:"

"16. A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or car,s computing the time from seven o'clock A. M. the day after such car or cars have been placed subject to the order of the shipper and thereafter a demurrage charge of not more than $2.00 per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; *provided,* however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect $4.00 on each car, covering the demurrage then due.

Provided, that with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, four dollars for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And, provided further, That any shipper failing to make deposit as herein provided, shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad Companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars requried by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application."

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This order shall be effective December 15th, A. D. 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 3rd day of December, A. D. 1906.

(Signed) JEFFERSON B. BROWNE,

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 124.

OFFICE OF THE RAILROAD COMMISSION OF STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES FOR THE ATLANTIC COAST LINE RAILROAD, AT PALATKA, FLORIDA.

This matter coming on this day for further consideration, and plans for a depot at Palatka having been submitted to the Railroad Commissioners by the Atlantic Coast Line Railroad Company, in accordance with Order No. 113, and this day approved by the Railroad Commissioners;

IT IS HEREBY FURTHER ORDERED AND ADJUDGED, That the Atlantic Coast Line Railroad Company construct a passenger depot at Palatka, Florida, in accordance with the plans so submitted, and approved by the Railroad Commissioners, with covered platforms paved with granolithic or other suitable material, and that the same be completed on or before the 1st day of April, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 125.

OFFICE OF THE RAILROAD COMMISSION OF STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATION OF RULE 6 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, FOR FAILURE TO POST NOTICE OF DELAYED TRAIN AT DUNNELLON, FLORIDA.

This matter coming on to be heard by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, on the 5th day of December, A. D. 1906, after due notice to the Atlantic Coast Line Railroad Company of charges that they, The Atlantic Coast Line Railroad Company, had been guilty of violation and disregard of the provisions of Chapter 4700 of the Laws of Florida and Rule 6 of the "Rules Governing the Transportation of Passengers," prescribed by the Railroad Commissioners of the State of Florida, in that they failed, on the 30th day of October, A. D. 1906, to post notice of delayed passenger train No. 48, said train being more than thirty minutes late, at Dunnellon, Florida; and the said Atlantic Coast Line Railroad Company having been given an opportunity to be heard, and the Commissioners having heard the testimony and being satisfied therefrom that the said Atlantic Coast Line Railroad Company is guilty of violating said Rule 6 as charged, and has thereby incurred a penalty for said violation.

IT IS HEREBY ORDERED AND ADJUDGED, That a fine of $100.00 be and the same is hereby fixed and imposed on the Atlantic Coast Line Railroad Company for violation of Rule 6, at Dunnellon, Florida, on the 30th day of October, A. D. 1906.

And you, The Atlantic Coast Line Railroad Company, are hereby required to promptly pay the sum of $100.00 into the Treasury of the State of Florida, in acordance with the law.

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Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 8th day of December, A. D., 1906.

(Signed). JEFFN. B. BROWNE, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 126.

OFFICE OF THE RAILROAD COMMISSIONERS OF STATE OF FLORIDA.

IN THE MATTER OF IMPROVED DEPOT FACILITIES AT HOMELAND, FLORIDA.

This matter coming on for a hearing on this date, upon request of H. A. Ford, General Superintendent, Atlantic Caost Line Railroad Company, that the case be advanced from the 19th inst., and the Comissioners having heard the representative of the said Railroad Company and being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the Atlantic Coast Line Railroad Company enlarge and improve their depot facilities at Homeland, Florida, by moving the present depot to the west side of the track and converting the present passing track into a sidetrack and the present side track into a passing track; also by re-covering or repairing the present roof so as to prevent leaking; adding the present waiting room and office to the freight room; constructing an office and two waiting rooms; and by constructing a covered platform of not less than twenty feet in length, the width of the building; the same to be completed on or before the 1st day of May, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 18th day of December, A. D. 1906.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 127.

OFFICE OF THE RAILROAD COMMISSIONERS OF STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF THE RULES AND REGULATIONS OF THE RAILROAD COMMISSION BY ADDING RULE 17 TO THE "DEMURRAGE RULES."

This matter coming on this day to be heard, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said Railroad Commissioners having been given an opportunity to be heard, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the Rules and Regulations of the Railroad Commissioners of the State of Florida be and the same are hereby amended as follows:

By adding the following to the "Demurrage Rules":

"17. Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock, P. M., the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; *provided,* that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved; and for failure to transport such shipments within the time prescribed, the railroad company shall forfeit and pay to the consignor or consignee the sum of $2.00 per day on all car load freight and one cent per hundred pounds per day on package freights and freight in less than car load, with minimum charge of 25 cents for any package, *provided,* the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

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Provided, further, That the initial carrier shall be held responsible to the consignor or consignee for delay in acordance with this rule, and whenever in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule."

This rule shall be effective on and after January 1st A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 18th day of December, A. D. 1906.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 128.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES BY THE PAUL & WAYMER LUMBER COMPANY AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NUMBER 3, OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, charges were made before the Railroad Commissioners of the State of Florida, by R. H. Paul and F. E. Waymer, doing business in Polk County, Florida, under the firm name and style of The Paul-Waymer Lumber Company, that The Atlantic Coast Line Railroad Company, a Railroad corporation, by its officers, agents and employees did on the 18th day of December, A. D. 1906, and on divers days preceding said date, and on the 26th day of December, A. D. 1906, and on divers preceeding said date, decline and refuse to

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act as a common carrier to transport lumber from Polk Siding, Florida, offered to the said Railroad corporation by the said, The Paul & Waymer Lumber Company for transportation; whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida and Rule 3, of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of Florida, which rule is as follows:

"No railroad Company shall decline or refuse to act as a common carrier to transport any article proper for transportation and a failure to transport such articles within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And

WHEREAS, ten days' notice of the said charges of said failure and disregard of said Law and said Rule by said Railroad corporation was given to the said The Atlantic Coast Line Railroad Company by the Railroad Commissioners aforesaid and after the expiration of said ten days' notice the said, the Atlantic Coast Line Railroad Company were heard by the said Railroad Commissioners upon the said charges and after having heard the said The Atlantic Coast Line Railroad Company upon said charges the said Railroad Commissioners determined and found that the said The Atlantic Coast Line Railroad Company, a Railroad corporation, did on the said 18th day of December, A. D. 1906, and on the said 26th day of December, A. D. 1906, violate and disregard said Rule 3 as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Polk Siding, Florida, a point on the line of said railroad, which said lumber was duly offered by the said R. H. Paul and F. E. Waymer, doing business under the firm name of The Paul & Waymer Lumber Company to The Atlantic Coast Line Railroad Company for transportation.

NOW, THEREFORE, the Railroad Commissioners of the State of Florida, do hereby find and ADJUDGE that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule 3, of the "Rules Governing the Transportation of Freight," as prescribed by the

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Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty, which is hereby fixed and imposed at the sum of One Thousand Dollars ($1,000.00); and the said Railroad Commissioners ORDER and ADJUDGE that you, The Atlantic Coast Line Railroad Company, a Railroad corporation, for your said offence, do pay the sum of One Thousand Dollars ($1,000.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this, the 17th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 129.

OFFICE OF RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE MERCER-MULLER COMPANY AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NUMBER 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by W. D. Mercer, F. E. Muller and L. B. Sutton, doing business in Hernando County, Florida, under the firm name of The Mercer-Muller Company, that the Atlantic Coast Line Railroad Company, a railroad corporation, by its officers, agents and employes, did on the 26th day of November, 1906, and on divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from Brooksville, Florida, offered to the said Railroad corporation by the said, the Mercer-Muller Company, for

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transportation; whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which Rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And

WHEREAS, Ten days' notice of the said charges of such violation and disregard of said law and said rule by said railroad corporation was given to the said, The Atlantic Coast Line Railroad Company, by the Railroad Commissioners aforesaid and after the expiration of said ten days' notice the said, The Atlantic Coast Line Railroad Company, were heard by the said Railroad Commissioners upon the said charges and after having heard the said, The Atlantic Coast Line Railroad Company, upon said charges, the said Railroad Commissioners determined and found that the said, The Atlantic Coast Railroad Company, a railroad corporation, did on the said 26th day of November, A. D. 1906, violate and disregard said Rule 3 as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Brooksville, Florida, a point on the line of said railroad, which said lumber was duly offered by the said, The Mercer-Muller Company, to the Atlantic Coast Line Railroad Company for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of One Thousand Dollars, and the said Railroad Commissioners order and adjudge that you, The Atlantic Coast Line Railroad Company, a railroad

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corporation, for your said offense, do pay the sum of One Thousand Dollars ($1,000.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 17th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 130.

OFFICE OF THE RAILROAD COMMISSIONERS, OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY S S. GOFFIN AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by S. S. Goffin that the Atlantic Coast Line Railroad Company, a railroad corporation, by its officers, agents and employes, did, on the 24th day of November, A. D. 1906, and divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from Pasco, Florida, to St. Petersburg, Florida, offered to the said railroad corporation by the said S. S. Goffin for transportation; whereby and by such declination and refusal by the said railroad corporation to act as a common carrier the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as

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a common carrier to transport any article proper for transportation and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And,

WHEREAS, Ten days' notice of the said charges of such violation and disregard of law and said rule by said railroad corporation was given to the said, The Atlantic Coast Line Railroad Company, by the said Railroad Commissioners aforesaid and after the expiration of said ten days' notice, the said, The Atlantic Coast Line Railroad Company, were heard by the said Railroad Commissioners upon the said charges, and after having heard the said, The Atlantic Coast Line Railroad Company, upon said charges the said Railroad Commissioners determined and found that the said, The Atlantic Coast Line Railroad Company, a railroad corporation, did, on the said 24th day of November, A. D. 1906, violate and disregard said Rule 3 as prescribed by the said Railroad Commissioners by and then and there declining and refusing to act as a common carrier to transport lumber from Pasco, Florida, a point on the line of said railroad to St. Petersburg, Florida, which said lumber was duly offered by the said S. S. Goffin to the Atlantic Coast Line Railroad Company for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida, do hereby find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of One Thousand Dollars ($1,000.00), and the said Railroad Commissioners order and adjudge that you, The Atlantic Coast Line Railroad Company a railroad corporation, for your said offense do pay the sum of One Thousand Dollars ($1,000.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 17th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 131.

OFFICE OF THE RAILROAD COMMISSIONERS, OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE MERCER-MULLER COMPANY, AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NUMBER 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida, by F. E. Muller, W. A. Sutton and L. B. Sutton, doing business in Hernando County, under the firm name of the Mercer-Muller Company, that the Atlantic Coast Line Railroad Company, a railroad corporation, by its officers, agents and employes, did on the 17th day of December, A. D. 1906, and on divers days preceding said date decline and refuse to act as a common carrier to transport lumber from Brooksville, Florida, offered to the said railroad corporation by the said, The Mercer-Muller Company, for transportation; whereby, and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any articles proper for transportation and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And,

WHEREAS, Ten days' notice of the said charges of such violation and disregard of said law and said rule by said railroad corporation was given to the said Atlantic Coast Line Railroad Company by the Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said Atlantic Coast Line Railroad Com-

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pany were heard by the said Railroad Commissioners upon said charges, and after having heard the said Atlantic Coast Line Railroad Company upon said charges, the said Railroad Commissioners determined and found that the said Atlantic Coast Line Railroad Company, a railroad corporation, did, on the said 17th day of December, A. D. 1906, violate and disregard said Rule 3 as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Brooksville, Florida, a point on the line of said railroad, which said lumber was duly offered by the said, The Mercer-Muller Company, to the Atlantic Coast Line Railroad Company for transportation.

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do hereby find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Four Thousand Dollars ($4,000.00), and the said Railroad Commissioners order and adjudge that you, the Atlantic Coast Line Railroad Company, a railroad corporation for your said offense, do pay promptly the sum of Four Thousand Dollars ($4,000.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 17th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 132.

OFFICE OF THE RAILROAD COMMISSIONERS, OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE SOUTHERN PINE LUMBER COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida, by the Southern Pine Lumber Company, a corporation, that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employes, did, on the 14th day of December, A. D. 1906, and on divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from Meadows, Florida, offered to the said railroad corporation by the said Southern Pine Lumber Company for transportation; whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And,

WHEREAS, Ten days' notice of the said charges of such violation and disregard of said law and said rule by said railroad corporation was given to the said Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said Seaboard Air Line Railway were heard by the said Railroad Commissioners upon the said charges. and

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after having heard the said Seaboard Air Line Railway upon said charges the said Railroad Commissioners determined and found that the said Seaboard Air Line Railway, a railroad corporation did on the said 14th day of December, A. D. 1906, violate and disregard said Rule 3 as prescribed by the said Railroad Commissioners, by then and there declining and refusing to act as a common carrier to transport lumber from Meadows, Florida, a point on the line of said railroad, which said lumber was duly offered by the said Southern Pine Lumber Company, a corporation, to the Seaboard Air Line Railway for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida, do hereby find and adjudge that the Seaboard Air Line Railway has been guilty of a violation of Rule 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Two Thousand Dollars ($2,000.00); and the said Railroad Commissioners order and adjudge that you, the Seaboard Air Line Railway, a railroad corporation, for your said offense do pay promptly the sum of Two Thousand Dollars ($2,000.00)to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, on this, the 17th day of January, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 133.

OFFICE OF THE RAILROAD COMMISSIONERS, OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY J. L. GREER AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700 OF THE LAWS OF FLORIDA

This matter coming on to be heard on the 15th day of January, A. D. 1907, after due notice to the Atlantic Coast Line Railroad Company and the said Railroad Company being represented by H. A. Ford, General Superintendent, and the complainant being represented by J. L. Greer and L. M. Hamilton, and the representatives of the said railroad company and the complainant having been heard by the Railroad Commissioners, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That this case be and the same is hereby suspended until the further order of the Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this, the 17th day of January, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 134.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY J. L. GREER AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700 OF THE LAWS OF FLORIDA.

This matter coming on to be heard on the 16th day of January, A. D. 1907, after due notice to the Seaboard Air Line Railway, and the Seaboard Air Line Railway being represented by G. P. Rainey, Esq., and E. L. Ryan, Superintendent, and the complainant by J. L. Greer and L. M. Hamilton, and the representatives of the said Railway and the complainant having been heard by the Railroad Commissioners, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That judgment in this case be and the same is hereby suspended until the further order of the Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this, the 17th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 135.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY COLLINS & JENKINS AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700 OF THE LAWS OF FLORIDA.

This matter coming on to be heard on the 16th day of January, A. D. 1907, after due notice to the Seaboard Air Line Railway and the Seaboard Air Line Railway being represented by G. P. Raney, Esq., and H. W. Stanley, Superintendent, and the complainant by W. W. Collins; representatives of the said Railway and the complainant having been heard by the Railroad Commissioners and the Railroad Commissioners being fully advised in the premises.

IT IS HEREBY ORDERED AND ADJUDGED, That judgment in this case be and the same is hereby suspended until the further order of the Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this, the 17th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 136.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES FOR THE ATLANTIC COAST LINE RAILROAD AT LEESBURG, FLORIDA.

This matter coming on this day for further consideration and plans for a passenger depot at Leesburg having been submitted to the Railroad Commissioners by the Atlantic Coast Line Railroad Company, in accordance with order No. 115, and this day approved by the Railroad Commissioners,

IT IS HEREBY FURTHER ORDERED AND ADJUDGED, That the Atlantic Coast Line Railroad Company construct a passenger depot at Leesburg, Florida, in accordance with the plans so submitted, and approved by the Railroad Commissioners, and that the same be completed on or before the 21st day of April, A. D. 1907

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 21st day of January, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 137.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY J. B. MALLOY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, OF THE LAWS OF FLORIDA.

This matter coming on to be heard on this day, after

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due notice to the Seaboard Air Line Railway, and the complainant having failed to appear, it is hereby ordered and adjudged that the case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, on this, the 29th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO 138.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION FOR THE ESTABLISHMENT OF AN AGENCY AT DREWS, FLORIDA.

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company, and the said Railroad Company having been represented by Mr. Morton Riddle, General Superintendent, upon representation to the Commissioners that a new depot is now under construction at Drews, Florida, which will be completed within fifteen days, and that an agency will be established at said station as soon as depot is completed.

IT IS HEREBY ORDERED, That action in the matter be, and the same is hereby suspended until the further order of the Commission.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this, the 29th day of January, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 139.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES BY NATHAN B. HARTSFIELD AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by Nathan B. Hartsfield that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employes, did, on the 15th day of January, A. D. 1907, and on divers days preceding said date decline and refuse to act as a common carrier to ransport Wood from the No. 171 Mile Post, a siding on the Western Division of your line in Florida, offered to the said railroad corporation by the said Nathan B. Hartfield for transportation; whereby, and by such declination and refusal by the said railroad corporation to act as a common carrier the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And,

WHEREAS, Ten days' notice of the said charges of said violation and disregard of said law and said rule by said railroad corporation was given to the said, the Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said, the Seaboard Air Line Railway, were heard by said

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Railroad Commissioners upon the said charges, and after having heard the said, the Seaboard Air Line Railway, upon said charges, the said Railroad Commissioners determined and found that the said, the Seaboard Air Line Railway, a railroad corporation, did on the said 15th day of January, A. D. 1907, violate and disregard said rule No. 3, as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport wood from the No. 171 Mile Post, a siding on the Western Division of your line n Florida, which said wood was duly offered by the said Nathan B. Hartsfield to the Seaboard Air Line Railway for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Seaboard Air Line Railway has been guilty of a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Three Hundred Dollars ($300.00), and the said Railroad Commissioners order and adjudge that you, the Seaboard Air Line Railway, a railroad corporation, for your said offense do pay promptly the sum of Three Hundred Dollars to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 29th day of January, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 140.

OFFICE OF THE RAILROAD COMMISSIONERS, OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY H. H. BECKWITH AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter coming on this day to be heard after due notice to the Seaboard Air Line Railway, and H. H. Beckwith, the complaining witness, having appeared and requested that the case be dismissed,

IT IS HEREBY ORDERED, That the case be, and the same is hereby, dismissed, and that cost, if there be any, be paid by the complaining witness.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 29th day of January, A. D., 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 141.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY S. S. GOFFIN AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by S. S. Goffin,

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that the Atlantic Coast Line Railroad Company, a railroad corporation, by its officers, agents and employes, did, on the 1st day of January, A. D. 1907, and on divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from Pasco, Florida, offered to the said railroad corporation by the said S. S. Goffin for transportation; whereby, and by such declination and refusal by the said railroad corporation to act as a common carrier the said railroad corporation violated and disregarded Chapter 4700, of the Laws of Florida, and Rule No. 3 of the "Rules Governing the Transjortation of Freight, as prescribed by the Railroad Commissioners of the State of Florida, which said rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation, shall be deemed a violation of this rule." And,

WHEREAS, Ten days' notice of said charges of the said violation and disregard of said law and said rule by said railroad corporation was given to the said, the Atlantic Coast Line Railroad Company, by the Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said, the Atlantic Coast Line Railroad Company, were heard by the said Railroad Commissioners upon the said charges, and after having heard the said Atlantic Coast Line Railroad Company upon said charges, the said Railroad Commissioners determined and found that the said, the Atlantic Coast Line Railroad Company, a railroad corporation, did, on the 1st day of January, A. D. 1907, violate and disregard said rule No. 3, as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Pasco, Florida, a point on the line of said railroad, which said lumber was duly offered by the said S. S. Goffin to the Atlantic Coast Line Railroad for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule No. 3 of the "Rules govern-

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ing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of One Thousand Dollars ($1,000.00), and the said Railroad Commissioners order and adjudge that you, the Atlantic Coast Line Railroad Company, a railroad corporation, for your said offense do pay promptly the sum of One Thousand Dollars ($1,000.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this, the 29th day of January, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 142.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY PEACOCK & LITTLE AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by J. Q. Peacock and J. C. Little, doing business under the firm name of Peacock & Little, that the Atlantic Coast Line Railroad Company, a Railroad corporation, by its officers, agents and employes, did, on the 15th day of December, A. D. 1906, and on divers days preceding said date, decline and refuse to act as a common carrier to transport certain goods, wares and merchandise from Jacksonville, Florida, offered to you and accepted by you for transportation

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to Peacock & Little on the 15th day of December, A. D. 1906; whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And,

WHEREAS, Ten days' notice of the said charges of the said violation and disregard of said laws, and said rule by said railroad corporation was given to the said, the Atlantic Coast Line Railroad Company, by the said Railroad Commissioners, and after the expiration of said ten days' notice the said, the Atlantic Coast Line Railroad Company, were heard by the said Railroad Commissioners upon the said charges, and after having heard the said Atlantic Coast Line Railroad Company upon said charges, the said Railroad Commissioners determined and found that the said Atlantic Coast Line Railroad Company, a railroad corporation, did, on the said 15th day of December, A. D. 1906, violate and disregard said Rule No. 3, as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport goods, wares and merchandise from Jacksonville, Florida, a point on the line of said railroad, which said goods, wares and merchandise were duly offered to you and accepted by you for transportation to Peacock & Little, Raiford, Florida.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of One Hundred Dollars ($100.00), and the said Railroad Commissioners order and adjudge that you, the Atlantic Coast Line Railroad

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Company, a railroad corporation, for your said offense do pay promptly the sum of One Hundred Dollars ($100.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 29th day of January, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 143.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT VEREEN, FLORIDA.

Whereas, on the 19th day of October A. D. 1906, the Railroad Commissioners made an order requiring the Construction of a Depot by the Seaboard Air Line Railway at Vereen, Florida, and whereas it has been represented to the Commissioners by patrons of the Seaboard Air Line Railway at Vereen that the conditions which required the construction of a Depot at said station have been changed, and it is not now necessary for a Depot to be constructed at that point.

IT IS HEREBY ORDERED AND ADJUDGED that Order No. 111 be and the same is hereby revoked.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 14th day of February, A. D. 1907.

(Signed.) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 144.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY T. J. SWEARINGEN, AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, OF THE LAWS OF FLORIDA.

This matter coming on this day to be heard after due notice to the Seaboard Air Line Railway and the complainant having failed to appear.

IT IS HEREBY ORDERED AND ADJUDGED that this case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this, the 15th day of February, A. D., 1907.

(Signed.) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 145.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY J. O. BESENT AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad

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Commissioners of the State of Florida by J. O. Besent that the Atlantic Coast Line Railroad Company, a railroad corporation, by its officers, agents and employes, did on the 22nd day of January, A. D. 1907, and on divers days preceding said date decline and refuse to act as a common carrier to transport wood from Nursery, Florida, a station on the said railroad in Florida, offered to the said railroad corporation by the said J. O. Besent for transportation; whereby, and by such declination and refusal by the railroad corporation to act as a common carrier, the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida, and Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation, shall be deemed a violation of this rule." And,

WHEREAS, Ten days' notice of the said charges of said violation and disregard of said law and said rule by the said railroad corporation was given to the said, the Atlantic Coast Line Railroad Company by the said Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said, the Atlantic Coast Line Railroad Company were heard by the said Railroad Commissioners upon said charges, the said Railroad Commissioners determined and found that the said, the Atlantic Coast Line Railroad Company, a railroad corporation, did, on the said 22nd day of January, A. D. 1907, violate and disregard said Rule No. 3 as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport wood from Nursery, Florida, a station on the line of said railroad, which said wood was duly offered by the said J. O. Besent to the Atlantic Coast Line Railroad Company for transportation.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule No. 3 of the "Rules Governing the

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Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Five Hundred Dollars ($500.00), and the said Railroad Commissioners order and adjudge that you, the Atlantic Coast Line Railroad Company, a railroad corporation, for your said offense do pay promptly the sum of Five Hundred Dollars ($500.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 15th day of February, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 146.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE MARTEL LUMBER COMPANY AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING TRANSPORTATION OF FREIGHT."

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company and A. Hardaker, representing the complainant, having appeared and requested that the case be dismissed,

IT IS HEREBY ORDERED, That the case be, and the same is hereby dismissed without cost to the State.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, Florida, this, the 15th day of February, A. D. 1907.

(Signed). R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 147.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE CHARLOTTE HARBOR AND NORTHERN RAILWAY.

This matter coming on this day to be considered upon application of the Charlotte Harbor & Northern Railway for an order of the Railroad Commission prescribing a schedule of freight and passenger rates for the use of the said Railway, and the Commissioners being fully advised in the premises.

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight and passenger tariffs be allowed and prescribed for the Charlotte Harbor & Northern Railway, and the same shall be put into operation by said Railway and be effective at once on the said road.

(See Appendix.)

PASSENGER RATES:

Straight fare, four cents (4c) per mile, round-trip ticket, good for five days exclusive of day of sale, three cents (3c) per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 20th day of February, A. D. 1907.

(Signed.) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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APPENDIX B.

RULES AND REGULATIONS.

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RULES AND REGULATIONS

FOR THE

Government of the Transportation of Persons and Property on the Railroads of Florida.

RAILROAD COMMISSION, STATE OF FLORIDA.

Tallahassee, Fla., Feb. 28, 1907.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting therewith being hereby repealed.

R. HUDSON BURR, Chairman.
JOHN L. MORGAN,
NEWTON BLITCH,
Commissioners.

ROYAL C. DUNN, Secretary.

SEC. 1.—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month

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a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side track constructed during the month previous to the making the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30th, in accordance with section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reduction of rates of freight or passenger fares, and no rebate, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continuously posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made,

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whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, either by the Commission or any railroad company, a copy of said change shall be immediately furnished the office of the Commissioners and shall be posted in the same manner as above.

RATES APPLY IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intrastate points than the lowest rates between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida advance or increase any special rates or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

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TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

SEC. 2.—RULES GOVERNING TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

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COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in 2½ or over may be counted as 5, and sums less than 2½ as 0. For example: For 42½ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute, or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employes; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return; or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes, it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be

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posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

COLLECTION OF CASH FARE ON G. S. & F. RY.

8. Order No. 22 is hereby amended by the addition of the following: That said Order No. 22 shall not be operative on the line of the Georgia Southern and Florida Railway, but the following shall be the rule on said line:

That passengers who board a train on the Georgia Southern and Florida Railway where there is a ticket agent, may be charged four cents per mile only to the next regular station, and the regular fare of three cents per mile from there on.

That it shall be their duty to keep their ticket office open for thirty minutes before the departure of passenger trains; provided, that any way stations where there is but one agent to perform the duties of passenger, freight and express agent, the office may be closed for the sale of tickets one minute before the arrival of the train.

The Georgia Southern & Florida Railway Company is required to post a printed copy of this order at one or more conspicuous places in the ticket office, such notice to be printed on cardboard in large type.

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SEC. 3.—RULES GOVERNING TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided, that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station, they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such com-

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petition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when, in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms, or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package, at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes the charge shall be computed at the actual weight of the package, at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

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FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property, free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified or hereafter to be allowed for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
2,000 pounds and under 3,000, $3.00 for extra handling.
3,000 pounds and under 4,000, $5.00 for extra handling.
4,000 pounds and under 5,000, $7.00 for extra handling.
5,000 pounds and under 6,000, $8.00 for extra handling.
6,000 pounds and under 7,000, $10.00 for extra handling.
Over 7,000 pounds, subject to special contract.

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CARLOADS, WEIGHT OF CARLOAD, CARLOAD CONSIGNMENTS, ETC.

10. In all cases in which the classification provides a rate per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided that in no case shall the amount collected on less than a carload exceed the price per carload.

Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scrap, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster ,salt cake, saltpeter, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less-than-carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in

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bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weights of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit,* the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel	400 lbs.
Cement, except Portland, per barrel	300 lbs.
Clay, per cubic yard	3,000 lbs.
Coal, per bushel	80 lbs.
Coke, per bushel	40 lbs.
Gravel, per cubic yard	3,200 lbs.
Laths, green, per 1,000	530 lbs.
Laths, seasoned, per 1,000	450 lbs.
Lime (Rockland), per barrel	230 lbs.
Lime (other than Rockland), per barrel	210 lbs.
Lime, per bushel	80 lbs.
Lumber, Ash or Black Walnut, green, per 1,000 feet	4,500 lbs.
Lumber, Ash or Black Walnut, seasoned, per 1,000 feet	4,000 lbs.
Lumber, Elm,, Hickory or Oak, green, per 1,000 feet	6,000 lbs.
Lumber, Elm, Hickory or Oak, seasoned, per feet 1,000	4,000 lbs.
Lumber, White Pine or Poplar, green, per 1,000 feet	4,000 lbs.
Lumber, White Pine or Poplar, seasoned, per 1,000 feet	3,000 lbs.
Lumber, Yellow Pine, green, per 1,000 feet	4,500 lbs.
Lumber, Yellow Pine, seasoned, per 1,000 feet.	4,000 lbs.
Lumber, Yellow Pine Boards, two inches and less, kiln dried and dressed, per 1,000 feet.	3,000 lbs.
Lumber, Yellow Pine Boards, two inches and less, kiln dried and dressed, per 1,000 feet	3,000 lbs.
Lumber, N. O. S., green, per 1,000 feet	6,000 lbs.
Lumber, N. O. S., seasoned, per 1,000 feet	4,000 lbs.
Sand, per cubic yard	3,000 lbs.
Shingles, green, per 1,000	400 lbs.
Shingles, seasoned, per 1,000	350 lbs.
Staves, Headings or Hoop-poles, green, car	

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loaded to depth of forty-three inches, per car ..... 30,000 lbs.
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches, per car.... 30,000 lbs.
Stone, not dressed, per cubic foot..... 160 lbs.
Tan bark, green, per cord..... ,600 lbs.
Tan bark, seasoned, per cord..... 2,000 lbs.
Telegraph poles, fence posts or rails per cord.. 3,500 lbs.
Turpentine, in barrels, per barrel..... 520 lbs.
Wood, green, per cord ..... 3,500 lbs.
Wood, seasoned, per cord ..... 3,000 lbs.

ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOXCARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in boxcars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGE FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, sidetrack or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting.

When in the transfer, switching or transportation of a car between such points ,it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

PROVIDED, That this rule shall not interfere with any prevailing legal rate for the transportation of freight

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between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with the switching charge.

DELIVERY OF CARS TO CONNECTING ROADS

16. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPER TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates authorized by the Commission shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight except classes L., N., O. and P., not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on such freights less ten (10) per cent for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

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On classes L., N., O. and P., the Joint Rate shall not exceed the sum of the local rates on such freight.

Nothing in this Rule shall be construed to prevent the total of any Joint Rate made under this Rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total Joint Rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivering depot (and surrender of shipping receipt) the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be de-

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termined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the clas of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. Where a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars in accordance with the provisions of said act shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded ,or inconvenienced by such equipment.

ESTABLISHING AND ABOLINSHING STATION AGENCIES.

24. Each and every depot or station agency, on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this

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State for the transaction of business with the public, is hereby formally established and located at the point, and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application;

Provided, however, That this rule shall have no application to any depot or station agency, heretofore established, or that may hereafter be established for a special or temporary purpose, or not as a general depot or station agency.

Provided further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for, and purposes of establishing such depot or station agency.

Provided further, That it shall be the duty of the railroad and express companies operating in the State of Florida, to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies, now being operated by them for special or temporary purposes, giving with reference to each of them the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate, but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

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OFFICE HOURS.

26. At all of their agencies in Florida, railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock A. M. and 5 o'clock P. M., provided that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National Census, the agent may take an intermission of one hour for dinner.

SEC. 4.—RULES AND REGULATIONS

Governing the Transportation of Live Stock.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate. One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk):

LIVE STOCK LESS THAN CARLOADS WILL BE TAKEN AT THE FOLLOWING ESTIMATED *WEIGHTS*:

One horse, mule or horned animal, except as specified below	2,000 lbs.
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 lbs.
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 lbs.

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Stallions, jacks and bulls, each	5,000 lbs.
Each cow and calf together, not crated	2,500 lbs.
Each mare and foal, together	2,500 lbs.
Shetland ponies, any age, not crated	1,000 lbs.
Yearling cattle, except bulls, not crated, each	1,000 lbs.
Colts under one year old, except stallions, not crated	1,000 lbs.
Calves under one year old, not crated	1,000 lbs.
Calves under one year old, crated, each, actual weight, but not less than	100 lbs.
Sheep, crated, each, actual weight, but not less than	100 lbs.
Lambs, crated each, actual weight, but not less than	100 lbs.
Hogs, crated, each, actual weight, but not less than	100 lbs.
Pigs, crated, each, actual weight, but not less than	100 lbs.

Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.

Goats, same as sheep.

Kids, same as lambs.

Cows, calves, colts, ponies, hogs, sheep lambs and other animals, crated, actual weight, but not less than ..... 100 lbs.

In no case shall the charge for less than a load of live stock exceed the charge for a carload.

Maximum Valuation of Live Stock Shipments.

	Each.
Horses and mules, not over	$ 75.00
Horned cattle, not over	30.00
Stallions, jacks and bulls, not over	150.00
Lambs, calves, hogs or sheep, not over	5.00
Mare and colt, together, not over	100.00
Cow and calf, together, not over	35.00

For every increase of one hundred per cent or fraction thereof in valuation there shall be an increase of fifty per cent in rates.

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MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carrier will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge; and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

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APPENDIX C.

DEMURRAGE RULES.

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DEMURRAGE RULES.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following Demurrage Rules:

RULE 1.

FREIGHT SUBJECT TO CAR CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery will be subject to car service regulations.

RULE 2.

NOTICE TO CONSIGNEES.

Railroad companies shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall, in any case, be allowed unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

RULE 3.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive no-

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tice referred to consists of *posting notice by mail to consignee.* Where this mode of giving notice is adopted, there shall be twenty-four (24) hours additional free time to be added to the seventy-two (72) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents, nor employees have received such notice, then no demurrage charges shall be made until after legal notice, as above specified ,is given.

RULE 4.

Per Diem Charge.

A charge of one dollar ($1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick, and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading.* It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be chargeable with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours.

Any fraction of a day shall be considered a day.

RULE 5.

Goods Consigned to Order of Shipper.

When consignors ship goods consigned to themselves,

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it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE 6.

Refusal to Accept Shipments.

Where the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give to the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the reshipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for demurrage which would otherwise have accrued.

RULE 7.

Cars for Delivery on Team Tracks or Private Sidings.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's

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agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading except that it was consigned to private sidings already fully occupied and delivery therefore impracticable, detention is to be computed from time of notification.

RULE 8.

Cars Held for Shipping Directions.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar ($1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours, thereafter, said railroad company shall be liable to said shipper for the payment of one ($1.00) dollar per car for each day or fraction of a day that said car or cars are thus detained or held.

RULE 9.

Consignments More Than Four Miles Distant.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence.*

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RULE 10.

Railroads Allowed to Store Property.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

RULE 11.

Per Diem Charge Allowed Consignees.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M., the day after arrival of the same, the shipper or consignee shall be paid one dollar ($1.00) per day for each day said delivery is so delayed.

RULE 12.

Stormy Weather.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE 13.

Discrimination and Exemptions.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must collect at all places

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on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per one hundred pounds per day.

In carload quantities, not more than one dollar ($1.00) per day;

Provided, further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend the operation of this rule wherever justice shall demand this course.

RULE 14.

Storage Charges on Baggage.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar ($1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to fifty cents for each piece. The rate for each month suceeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday, and 3 P. M. Sunday it will be held without charge until 3 P. M. Monday.

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RULE 15.

STORAGE CHARGE ON BAGGAGE FOR SEABOARD AIR LINE RY.

For all articles of baggage consisting of trunks, valises, packages, etc., remaining on hand at a station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the 7th day. If the baggage remains on hand from eight to thirty days the charge will be one dollar.

If second month is entered upon charges should be made as in first month except that ten cents instead of twenty-five should be charged for the first day of second month.

When baggage arrives between 3 P. M. Saturday and 3 P. M. Sunday it shall be held without charge until 3 P. M. Monday.

RULE 16.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE 17.

ORDERING CARS.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from seven o'clock A. M. the day following such application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from seven o'clock

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A. M. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereon, computing from seven o'clock A. M. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule the company so offending shall forfeit and pay to the shipper applying the sum of $2.00 per car per day ,or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such daamges as he may sustain by reason of the delay in furnishing cars.

Provided, further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE 18.

Deposit Required.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from seven o'clock A. M. the day after such car or cars have been placed subject to the order of the shipper and thereafter a demurrage charge of not more than $2.00 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; *provided*, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect $4.00 on each car, covering the demurrage then due.

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Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, four dollars for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And, provided further, That any shipper failing to make deposit as herein provided, shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad Companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges hereinlast provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE 19.

Shipments Delayed in Transit.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from seevn o'clock P. M. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; *Provided,* that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed, the railroad company shall forfeit and pay to the consignor or consignee the sum of $2.00 per day on all carload freight and one cent per hundred

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pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package, *provided,* the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay in accordance with this rule, and whenever in the transportation of any freight which may pass over two or more lines any delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

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Passenger and Freight Rates

OPERATED BY

Railroads in Florida

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Schedules of Passenger Fares Operated By the Railroads in Florida.

Railroads charging 3c per mile:

Georgia Southern & Florida Ry.
Pensacola, Alabama & Tennessee R. R.
Pensacola Division of the L. & N. R. R.
Seaboard Air Line Railway.
Valdosta Southern Ry.

Railroads charging 4c straight fare, with 3c round trip ticket good for five days exclusive of day of sale.

Apalachicola Northern Railroad.
Atlanta & St. Andrews Bay Ry.
Brooksville & Hudson Road.
Georgia, Florida & Alabama Ry.
Live Oak, Perry & Gulf R. R.
Natural Bridge Ry.
Plant City, Arcadia & Gulf Ry.
Standard & Hernando Ry.

Railroads charging 4c per mile:

Alabama & Florida, Pensacola & Atlantic, and Yellow River Divisions of the L. & N. Railroad.
Gainesville & Gulf.

Railroads charging 5c per mile:

Tavares & Gulf R. R.

The Atlantic Coast Line Railroad charges 3c per mile, except the following branches which charge 3 1-2c.:

Florida Midland.
Hommosassa Branch.
Oviedo Branch.
Sanford & Lake Eustis.
St. Cloud Sugar Belt.
Sanford & St. Petersburg.
St. Johns & Lake Eustis.
Tampa & Thonotosassa.
Winston & Bone Valley.

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The Florida East Coast Railway operates 3c rate north of Homestead, except between certain points where a higher rate is charged. South of Homestead a 4c rate is authorized.

The South Georgia Railway operates 3c passenger rate between Florida line and Greenville and 4c straight fare with 3c round trip ticket good for five days exclusive of day of sale between Greenville and Perry.

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA & ALABAMA RAILWAY.

DISTANCES.		PER 100 POUNDS.											Per Bbl.	Per 100 lbs.			Per ton 2000 lbs		PER CARLOAD.			Per 100 lbs.	Per Stan'rd Crate	
		1	2	3	4	5	6	A	B	C	D	E	F		H		K	L	M	N	O	P	R	G	V
10 miles and under	....	24	21	20	15	14	12	12	12	5½	5	14	11½	..	15	..	7½	75	1 20	9 75	12 00	5 00	8	10	8
20 miles and over 10	....	30	27	24	21	18	15	15	15	7	6	18	14	..	21	..	9	90	1 35	12 00	15 00	7 00	9	11	8
30 miles and over 20	....	36	32	29	26	21	17	17	17	7½	6½	21	15	..	26	..	10½	1 05	1 50	15 00	16 50	8 00	11	12	8
40 miles and over 30	....	41	36	33	30	24	18	18	18	8	7½	24	16½	..	30	..	12	1 20	1 65	19 50	18 00	9 00	12	12	9
50 miles and over 40	....	42	38	35	31	25	18	18	18	8½	8	27	17½	..	31	..	12	1 26	1 68	19 60	18 20	10 00	13	13	9
60 miles and over 50	....	45	41	36	32	27	20	20	20	9	8½	27	18	..	32	..	12	1 33	1 75	19 60	19 60	10 00	13	13	10
70 miles and over 60	....	50	46	41	36	28	21	21	21	9½	9	28	19	..	36	..	12½	1 40	1 96	22 40	21 00	11 00	15	14	11
80 miles and over 70	....	51	47	41	36	28	21	21	21	10	9½	28	20	..	36	..	12½	1 43	1 96	22 40	21 00	12 00	16	15	11
90 miles and over 80	....	55	49	43	38	29	22	22	22	11	10	29	22	..	38	..	12½	1 50	2 10	23 .0	22 10	13 00	17	16	12
100 miles and over 90	....	59	52	46	39	30	23	23	23	11½	11	30	23	..	39	..	13	1 56	2 21	26 00	22 10	14 00	18	17	12
110 miles and over 100	....	59	52	46	39	30	23	23	23	12	11	30	23	..	39	..	13	1 56	2 21	26 00	22 10	14 00	18	17	12

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SCHEDULE OF FREIGHT TARIFFS, OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST EAST COAST RAILWAY.

DISTANCES.	Per 100 pounds.														Per Bbl.	Per 100 Lbs	Per Ton 2,000 Lbs.		Per Carload.			Per 100 Lbs
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L		M		N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	75		1	10	8 00	10 00	5 00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	90		1	20	11 00	12 00	7 00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1	05	1	30	14 00	14 00	8 00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1	20	1	40	16 00	15 00	9 00	11
50 miles and over 40 miles	46	41	38	30	28	23	21	16	16	12	27	33	24	10½	1	30	1	50	18 00	16 00	10 00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1	40	1	60	20 00	17 00	11 00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1	50	1	70	22 00	18 00	12 00	14
80 miles and over 90 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1	60	1	75	24 00	19 00	13 00	15
90 miles and over 80 miles	62	53	49	36	36	31	26	20	20	15	35	45	31	12½	1	70	1	80	26 00	20 00	14 00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1	75	1	85	28 00	21 00	14 50	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1	80	1	90	29 00	22 00	15 00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1	85	1	95	29 00	23 00	16 00	19
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1	90	2	00	31 00	24 00	.. 00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1	95	2	05	32 00	25 00	17 50	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2	00	2	10	33 00	26 00	18 00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2	05	2	15	34 00	27 00	19 00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2	10	2	20	35 00	28 00	19 50	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2	15	2	21	36 00	29 00	20 00	24½
190 miles and over 180 miles	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2	16	2	22	37 00	30 00	20 00	25

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200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2	17	2	23	38	00	30	50	20	50	25½
210 mile and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2	18	2	24	38	00	31	00	21	00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2	19	2	25	39	00	31	00	22	00	26½
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2	20	2	26	39	00	31	00	22	50	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2	21	2	27	39	00	32	00	22	50	27½
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2	22	2	28	40	00	32	00	23	00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2	23	2	29	41	00	32	00	24	00	28½
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2	24	2	30	41	00	33	00	25	00	29
280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2	25	2	31	42	00	33	00	26	00	29½
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2	26	2	32	42	00	33	00	27	00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2	27	2	33	43	00	34	00	27	50	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2	28	2	34	43	00	34	00	28	00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2	29	2	35	44	00	34	00	29	50	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2	30	2	36	44	00	35	00	31	00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2	31	2	37	45	00	35	00	32	50	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2	32	2	38	45	00	35	00	34	00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2	33	2	39	46	00	35	00	35	50	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	23	2	34	2	40	46	00	35	00	37	00	34
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2	35	2	43	47	00	36	00	39	00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2	36	2	46	47	00	36	00	41	00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2	37	2	50	48	00	36	00	41	00	36
410 miles and over 400 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4	10	3	97	51	00	36	00	42	00	37
420 miles and over 410 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4	10	3	97	51	00	36	00	42	00	37
430 miles and over 420 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4	10	3	97	51	00	36	00	42	00	37
440 miles and over 430 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4	11	3	97	51	00	40	00	42	00	38
450 miles and over 440 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4	11	4	00	51	00	40	00	43	00	38
460 miles and over 470 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4	11	4	00	51	00	40	00	43	00	38
470 miles and over 480 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4	12	4	01	51	00	42	00	43	00	39
480 miles and over 470 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4	12	4	01	51	00	42	00	43	00	39
490 miles and over 480 miles	117	103	86	78	71	65	54	47	48	36	66	82	59	26	4	12	4	00	51	00	42	00	43	00	39
500 miles and over 490 miles	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4	13	4	05	52	00	44	00	44	00	40

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TO BE USED ONLY BETWEEN STATIONS ON ATLANTIC AND WESTERN BEACH BRANCH.

10 miles and under	30	27	24	21	18	15	12	12	10	9	18	22	18	7	85	1 00	8 00	10 00	5 00	15
20 miles and over 10 miles	36	35	30	28	24	18	15	14	10	10	20	27	20	8	1 00	1 20	11 00	11 00	7 00	18
30 miles and over 20 miles	40	36	32	30	26	20	17	16	11	12	21	30	21	9	1 00	1 20	14 00	12 00	8 00	20

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES.	CLASS RATES IN CENTS PER 100 lbs.													Per Ferriel	Per 100 pounds	CARLOADS.						Oranges per box, 80 lbs.	Vegetables per crate, 50 lbs.
																Per 100 lbs.			Per 2,000 lbs.	Per Car.			
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal	Live Stock, except Hogs.	Sheep, double deck & Hogs, single		
10 Miles and under	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	$ .60	$ 5.00	$ 6.00	10	8
15 Miles and over 10 Miles	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	8
20 Miles and over 15 Miles	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	8
25 Miles and over 20 Miles	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9
30 Miles and over 25 Miles	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9
35 Miles and over 30 Miles	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9
40 Miles and over 35 Miles	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10
45 Miles and over 40 Miles	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10
50 Miles and over 45 Miles	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10
55 Miles and over 50 Miles	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA, BC THE PENSACALA, ALABAMA AND TENNESSEE RAILROAD.

Local Mileage Tariff.

Distances.	Per 100 Lbs.													Per barrel.	Per 100 Lbs.	Fertilizers.	Per 100 Lbs.	Per 100 Lbs. Brick, C. L. Lumber, C. L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P	
10 Miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5	5	
20 Miles and over 10 Miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6	6	
30 Miles and over 20 Miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8	

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

Distances.	Per 100 Pounds														Per Bbl.	Per 100 lbs.	Per Ton. 2,000 Lbs.		Per Carload.			Per 100 lbs.	Oranges, per Box, 80 pounds.	Vegetables, per Crt., 50 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R			
10 Miles and under	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	$ .75	$1.20	$ 9.75	$12.00	$ 5.00	8	10	8		
20 Miles and over 10 Miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11	8		
30 Miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12	8		
40 Miles and over 30 Miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12	9		
50 Miles and over 40 Miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13	9		
60 Miles and over 50 Miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13	9		
70 Miles and over 60 Miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14	10		
80 Miles and over 70 Miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14	10		
90 Miles and over 80 Miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15	10		
100 Miles and over 90 Miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	10		
110 Miles and over 100 Miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	11		
120 Miles and over 110 Miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15	11		

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, FLORIDA RAILWAY AND SEABOARD AIR LINE RAILWAY—LOCAL MILEAGE TARIFF.

Between all Stations in Florida.	Per Hundred Pounds.												Per barrel.	Per 100 lbs.	Per Ton.		Per Carload.			Per 100 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 Miles and under	24	21	20	15	14	13	10	9	8	6	14	15	12	7	$ .75	$1.00	$ 8.00	$10.00	$5.00	8
20 Miles and over 10 Miles	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9
30 Miles and over 20 Miles	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10
40 Miles and over 30 Miles	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11
50 Miles and over 40 Miles	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12
60 Miles and over 50 Miles	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13
70 Miles and over 60 Miles	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14
80 Miles and over 70 Miles	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15
90 Miles and over 80 Miles	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16
100 Miles and over 90 Miles	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17
110 Miles and over 100 Miles	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18
120 Miles and over 110 Miles	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19
130 Miles and over 120 Miles	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	16.00	20
140 Miles and over 130 Miles	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21

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150 Miles and over 140 Miles	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 Miles and over 150 Miles	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23
170 Miles and over 160 Miles	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 Miles and over 170 Miles	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 Miles and over 180 Miles	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 Miles and over 190 Miles	78	70	64	55	45	40	30	29	29	21	45	55	38	16½	2.17	2.23	34.00	30.50	20.00	25½
210 Miles and over 200 Miles	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 Miles and over 210 Miles	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 Miles and over 220 Miles	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 Miles and over 230 Miles	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 Miles and over 240 Miles	85	75	68	61	51	46	35	34	33	23	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28
260 Miles and over 250 Miles	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 Miles and over 260 Miles	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 Miles and over 270 Miles	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 Miles and over 280 Miles	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 Miles and over 290 Miles	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 Miles and over 300 Miles	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.24	40.00	34.00	24.00	31
320 Miles and over 310 Miles	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 Miles and over 320 Miles	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 Miles and over 330 Miles	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 Miles and over 340 Miles	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 Miles and over 350 Miles	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 Miles and over 360 Miles	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 Miles and over 370 Miles	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 Miles and over 380 Miles	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 Miles and over 390 Miles	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND NASHVILLE RAILROAD.

Bewteen Local Stations.	Per Hundred Pounds.													Per Barrel.	Per 100 Lbs.						Per. 2,000 Lbs.	Per Car.		Per Box, 30 lbs.	Per Crate, 50 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Coal	Live Stock Except Hogs.	Sheep, Dou. Dk. Hogs. Single Dk.	Oranges	Vegetables
10 Miles and under	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	$ .60	$10.00	$12.00	10	8
20 Miles and over 15 Miles	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8
20 Miles and over 20 Miles	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8
25 Miles and over 20 Miles	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8
30 Miles and over 25 Miles	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8
35 Miles and over 30 Miles	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	8
40 Miles and over 35 Miles	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6	1.20	19.00	23.00	12	9
45 Miles and over 35 Miles	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9
50 Miles and over 45 Miles	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9
55 Miles and over 50 Miles	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9
60 Miles and over 55 Miles	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9
65 Miles and over 60 Miles	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10
70 Miles and over 65 Miles	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 Miles and over 70 Miles	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10

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80 Miles and over	75 Miles	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 Miles and over	80 Miles	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 Miles and over	85 Miles	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 Miles and over	90 Miles	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 Miles and over	95 Miles	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 Miles and over	100 Miles	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 Miles and over	110 Miles	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 Miles and over	120 Miles	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 Miles and over	130 Miles	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 Miles and over	140 Miles	74	66	55	50	45	41	41	41	25	20	41	41	50	41	25	18	13	18	13	1.80	36.00	40.00	17	12
160 Miles and over	150 Miles	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

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Schedule of Freight Tariffs Operated in Florida by VALDOSTA SOUTHERN RAILWAY and SOUTH GEORGIA RAILWAY.

Between Local Stations, in Florida.	Per Hundred Pounds.											Per Barrel.	Per 100 Lbs.		Per Ton.	Per Carload.			Per 100 Lbs.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 Miles and Under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	80	8.00	6.00	5.00	5	13	10
20 Miles and Over 10 Miles.	30	27	24	21	18	15	15	10	7	6	21	14	6	60	90	11.00	10.00	7.00	6	13	10
30 Miles and Over 20 Miles.	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10
40 Miles and Over 30 Miles.	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10
50 Miles and Over 40 Miles.	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10

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Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta and St. Andrews Bay Railway Company, the Brooksville and Hudson Road of the Aripeka Saw Mills, the Florida and Georgia Railway Company, Florida West Shore Branch of S. A. L. Ry., the Gainesville and Gulf Railway, the Live Oak, Perry and Gulf Railroad, the Natural Bridge Railway, the Plant City, Arcadia and Gulf Railroad, the Standard and Hernando Railroad, and the Tavares and Gulf Railroad.

Distances.	Class Rates in Cents Per 100 Lbs.												Per Barrel	Per 100 lbs.	Per Ton 2,000 lbs.		Per Carload.			Per 100 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	75	1 10	8 00	10 00	5 00	8
20 miles and over 10 miles.	34	31	28	23	21	17	15	12	12	10	21	24	18	8	90	1 20	11 00	12 00	7 00	9
30 miles and over 20 miles.	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1 05	1 30	14 00	14 00	8 00	10
40 miles and over 30 miles.	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1 20	1 40	16 00	15 00	9 00	11
50 miles and over 40 miles.	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1 30	1 50	18 00	16 00	10 00	12
60 miles and over 50 miles.	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1 40	1 60	20 00	17 00	11 00	13
70 miles and over 60 miles.	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1 50	1 70	22 00	18 00	11 00	14
80 miles and over 70 miles.	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1 60	1 75	24 00	19 00	12 00	15
90 miles and over 80 miles.	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1 70	1 80	26 00	20 00	13 00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1 75	1 85	28 00	21 00	14 00	17
110 miles & over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1 80	1 90	29 00	22 00	14 00	18
120 miles & over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1 85	1 95	29 00	23 00	15 00	19

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Distances.	Per 100 Pounds.												Per Barrel.	Per 100 Lbs.	Per Ton 2,000 Lbs.		Per Carload.			Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
130 miles & over 120 mls.	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1 90	2 00	31 00	24 00	16 00	20
140 miles & over 130 mls.	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1 95	2 05	32 00	25 00	16 00	21
150 miles & over 140 mls.	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2 00	2 10	33 00	26 00	17 00	22
160 miles & over 150 mls.	82	72	62	52	49	44	33	27	27	20	48	54	38	6	2 05	2 15	34 00	27 00	17 00	23
170 miles & over 160 mls.	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2 10	2 20	35 00	28 00	18 00	24
180 miles & over 170 mls.	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2 15	2 21	36 00	29 00	19 00	24½
190 miles & over 180 mls.	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2 16	2 22	37 00	30 00	19 00	25
200 miles & over 190 mls.	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2 17	2 23	38 00	30 00	20 00	25½
210 miles & over 200 mls.	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2 18	2 24	38 00	31 00	20 00	26
220 miles & over 210 mls.	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2 19	2 25	39 00	31 00	21 00	26½
230 miles & over 220 mls.	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2 20	2 26	39 00	31 00	21 00	27
240 miles & over 230 mls.	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2 21	2 27	39 00	32 00	22 00	27½
250 miles & over 240 mls.	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2 22	2 28	40 00	32 00	22 00	28

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260 miles & over 250 mls.	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2 23	2 29	41 00	32 00	22 00	28½
270 miles & over 260 mls.	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2 24	2 30	41 00	33 00	23 00	29
280 miles & over 270 mls.	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2 25	2 31	42 00	33 00	23 00	29½
290 miles & over 280 mls.	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2 26	2 32	42 00	33 00	24 00	30
300 miles & over 290 mls.	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2 27	2 33	43 00	34 00	24 00	30
310 miles & over 300 mls.	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2 28	2 34	43 00	34 00	24 00	31
320 miles & over 310 mls.	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2 29	2 35	44 00	34 00	24 00	31
330 miles & over 320 mls.	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2 30	2 36	44 00	35 00	25 00	32
340 miles & over 330 mls.	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2 31	2 37	45 00	35 00	25 00	32
350 miles & over 340 mls.	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2 32	2 38	45 00	35 00	25 00	33
360 miles & over 350 mls.	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2 33	2 39	46 00	35 00	25 00	34
370 miles & over 360 mls.	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2 34	2 40	46 00	35 00	26 00	34
380 miles & over 370 mls.	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2 35	2 43	47 00	36 00	27 00	35
390 miles & over 380 mls.	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2 36	2 46	47 00	36 00	27 00	35
400 miles & over 390 mls.	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2 37	2 50	48 00	36 00	28 00	36

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SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances.	Rate, in cents, per ton of 2,000 lbs.
10 miles and under	$ .50
20 miles and over 10 miles	.50
30 miles and over 20 miles	.55
40 miles and over 30 miles	.65
50 miles and over 40 miles	.70
60 miles and over 50 miles	.75
70 miles and over 60 miles	.80
80 miles and over 70 miles	.85
90 miles and over 80 miles	.90
100 miles and over 90 miles	.95

Minimum, 15 tons to a car.

NOTE.—These rates to apply, *provided* the full products of the cane are reshipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under	11
20 miles and over 10 miles	13
30 miles and over 20 miles	15
40 miles and over 30 miles	17
50 miles and over 40 miles	19
60 miles and over 50 miles	21
70 miles and over 60 miles	23
80 miles and over 70 miles	25
90 miles and over 80 miles	27
100 miles and over 90 miles	29
110 miles and over 100 miles	30
120 miles and over 110 miles	31
130 miles and over 120 miles	32
140 miles and over 130 miles	33
150 miles and over 140 miles	34
160 miles and over 150 miles	35

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles.	Not Over Miles.	Per Package		Over Miles.	Not Over Miles.	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples in standard crates of 80 pounds. Barrel or barrel crates, double the crate-rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash Potatoes (Irish and Sweet), Green Peas, Egg Plants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles, in standard crates of 50 pounds, Barrel or barrel crates, double the crate rate

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commissions of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads named below in the State of Florida: Carrabelle, Tallahassee & Ga. R R.

Carrabelle, Tallahassee & Ga. Railroad.
Florida Central & Peninsular Railroad
Gainesville & Gulf Railroad.
Georgia Southern & Florida Railroad.
Jacksonville, Tampa & Key West Ry.
Louisville & Nashville Railroad.
Plant System.
Tavares & Gulf Railroad.

Over Miles.	Not Over Miles.	Per Package Tariff "A"	Per Package Tariff "B"	Over Miles	Not Over Miles	Per Package Tariff "A"	Per Package Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specation of the "May Scale."

cial rates now in effect, nor any lower rates made by the appli-

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance hauled over each road.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples, in standard crates of 80 pounds. Barrels or barrel crates, double the crate rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

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LOCAL EXPRESS RATES ON COMMODITIES AS REVISED, ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBBERRIES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1, 1899, the following rates on strawberries will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

Carrabelle, Tallahassee & Ga. Railroad.
Florida Central and Peninsular Railroad.
Gainesville and Gulf Railway.
Georgia Southern and Florida Railroad.
Louisville and Nashville Railroad.
Plant System.
Tavares and Gulf Railroad.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate.
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata. Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

Distance.	CLASS. Per Crate. G.	V.
10 miles and under	13	10
20 miles and over 10 miles	13	10
30 miles and over 20 miles	13	10
40 miles and over 30 miles	13	10
50 miles and over 40 miles	13	10
60 miles and over 30 miles	15	10
70 miles and over 60 miles	16	10
80 miles and over 70 miles	16	10
90 miles and over 80 miles	16	10
100 miles and over 90 miles	16	10
110 miles and over 100 miles	16	11
120 miles and over 110 miles	16	11
130 miles and over 120 miles	16	11
140 miles and over 130 miles	16	11
150 miles and over 140 miles	17	12
160 miles and over 150 miles	17	12
170 miles and over 160 miles	18	12
180 miles and over 170 miles	18	12
190 miles and over 180 miles	18	13
200 miles and over 190 miles	18	13
210 miles and over 200 miles	19	13
220 miles and over 210 miles	19	13
230 miles and over 220 miles	19	14
240 miles and over 230 miles	20	14
250 miles and over 240 miles	20	14

For distances exceeding 250 miles the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

Exceptions.—These rates do not apply to base points *as a basis for through rates.*

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CLASSIFICATION.

CLASS G—FRUIT.

Oranges, Lemons, Limes, Grape Fruit, Pineapples.
In standard crates of 80 pounds.
Barrels or barrel crates double the crate rate.
Strawberries in crates of 50 pounds.

CLASS V—FRUIT.

Peaches, Pears and Gauvas.

VEGETABLES.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles.
In standard crates of 50 pounds.
Barrels or barrel crates double the crate rate.

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STATISTICS

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STATISTICS.

STATEMENT OF RECEIPTS OF THE SOUTHERN EXPRESS COMPANY WITHIN THE STATE OF FLORIDA FOR THE YEAR ENDING JUNE 30, 1906.

Receipts		$213,116.19
EXPENSES.		
Losses and damages	$ 3,424.07	
General salaries and expenses	14,094.77	
Accounting department	23,606.03	
Stationery and supplies	9,457.93	
Superintendents salaries and expenses	5,636.94	
Route agents salaries and expenses		6,757.18
Messengers salaries and expenses.	19,390.28	
Agents salaries and office expenses	99,557.95	
Other expenses	6,175.82	
Taxes	5,751.22	$193,852.19
		$ 19,264.00

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OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING TWELVE MONTHS ENDING JUNE 30, 1906.

ROADS REPORTING.	Maintenance of ways and structures.	Mainten'nce of equipm't.	Conducting transportation	General expenses.	Total operating expenses.	Percentage of operating expenses to gross earnings.
Alabama and Florida	$ 8,661.43	$ 7,047.48	$ 16,394.91	$ 1,010.13	$ 33,113.95	81.45
Atlantic Coast Line	738,819.87	669,170.78	1,923,607.03	141,265.67	3,472,863.35	64.42
Carrabelle, Tallahassee and Georgia.	14,146.82	6,048.81	25,615.92	7,987.55	53,799.10	62.00
Fla. West Shore Branch of S. A. L. Ry.	30,722.63	5.40	57,101.37	3,244.56	91,073.96	69.62
Florida East Coast	441,168.05	303,508.99	930,026.42	92,943.10	1,767,646.56	71.53
*Florida Railway	11,115.39	10,114.31	25,046.06	7,776.25	54,052.01	61.91
Gainesville and Gulf	15,099.16	7,862.03	24,724.92	5,301.28	52,987.39	66.46
Georgia, Florida and Alabama	7,952.36	8,737.56	20,723.26	4,535.89	41,949.07	85.90
Georgia Southern and Florida	55,191.16	98,073.35	225,227.24	22,097.17	400,588.92	101.90
Live Oak, Perry and Gulf	28,432.24	3,819.61	17,603.27	5,951.58	55,806.70	88.30
Natural Bridge	5,496.21	2,534.82	5,158.91	5,826.40	19,016.34	57.11
Pensacola Division of L. & N.	75,077.00	88,910.97	202,740.68	13,873.47	380,601.52	68.51
Pensacola and Atlantic of L. & N.	151,262.08	119,312.99	218,007.78	18,337.19	506,920.04	76.19
**Plant City, Arcadia and Gulf						
St. John River Terminal Co.	15,487.48	2,190.38	92,214.42	7,638.87	117,531.15	63.65
Seaboard Air Line Railway	425,553.20	410,082.61	1,403,235.04	152,596.05	2,391,466.90	70.99
South Georgia Railway	12,085.47	7,322.92	18,610.04	4,600.12	42,618.55	74.00
Standard and Hernando	19,799.67	20,365.67	22,969.98	3,990.60	67,125.92	79.90
Tavares and Gulf	3,938.45	1,344.74	7,247.81	4,405.24	16,936.24	115.56
Valdosta Southern	3,314.52	1,032.78	5,583.75	2,096.14	12,027.19	53.49
Yellow River Railroad	10,082.30	7,867.59	34,790.85	975.12	53,715.86	85.93
	$2,073,405.49	$1,775,353.79	$5,276,629.06	$506,452.38	$9,631,840.72	.....

*Formerly Suwannee and San Pedro Railway.

**No report.

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MILEAGE OF RAILROADS IN FLORIDA, JUNE 30, 1906.

RAILROAD REPORTING.	Miles of Main Track.	Miles Yard Track and Siding.	Miles of Branches and Spurs	Total Mileage Operated
Alabama and Florida	11.83	1.07	3.12	16.02
Atlantic Coast Line	945.85	193.81	434.02	1,573.68
Carrabelle, Tallahassee and Georgia	50.00	3.70		53.70
Florida East Coast	500.07	78.00		578.07
*Florida Railway	52.00	2.00	7.00	61.00
Florida West Shore, branch of the S. A. L. Railway	61.32	7.72	7.72	76.76
Gainesville and Gulf	48.00	2.00		50.00
Georgia, Florida and Alabama	23.59	2.72		26.31
Georgia, Southern and Florida	155.75	18.45		174.20
Live Oak, Perry and Gulf	48.00		14.00	62.00
Natural Bridge	12.60	.06		12.66
Pensacola Division of L. & N.	46.77	30.00		76.77
Pensacola and Atlantic of L. & N.	160.47	13.60		174.07
Plant City, Arcadia and Gulf	13.00	.50		13.50
St. Johns River Terminal Co.	6.39	11.13		17.52
Seaboard All Line Railway	746.31		7.68	753.99
South Georgia Railway	38.41	2.00		40.41
Standard and Hernando	13.00			13.00
Tallahassee Southeastern	31.00			31.00
Tavares and Gulf	31.64	1.38		33.02
Valdosta Southern	14.00			14.00
Yellow River Railroad	25.36	1.59		26.95
	3,035.36	269.73	473.54	3,878.63

*Formerly Suwannee and San Pedro Railway.

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ACCIDENTS TO PERSONS ON RAILROADS DURING THE TWELVE MONTHS ENDING JUNE 30, 1906.

RAILROADS REPORTING.	Employes.										Other Persons.						Accidents From Other Causes Than Movement of Trains, etc.					
	Trainmen.		Switchmen, Trainmen and Watchmen.		Other Employees.		Total Employees.		Passengers.		Trespassing.		Not trespassing.		Total other persons.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Alabama & Florida Div. L. & N.												1				1		1				2
Atlantic Coast Line	10	84			5	8	15	92	2	21	11	9	1	2	12	11					29	124
Carrabelle, Tallahassee & Georgia																						
Florida East Coast		2						2		1	3	1			3	1					3	4
Florida Railway						1		1														1
Fla. West Shore Branch, S. A. L. Ry.		2						2		1												3
Gainesville & Gulf																						
Georgia, Florida & Alabama																						

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ACCIDENTS TO PERSONS ON RAILROADS DURING TWELVE MONTHS ENDING JUNE 30, 1906.—(*Cont'd.*)

RAILROADS REPORTING.	EMPLOYEES.										OTHER PERSONS.						ACCIDENTS FROM OTHER CAUSES THAN MOVEMENT OF TRAINS, ETC.					
	Trainmen.		Switchmen, Trainmen and Watchmen.		Other Employees.		Total Employees.		Passengers.		Trespassing.		Not Trespassing.		Total Other Persons.		Employees.		Others.		Total.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	
Georgia Southern & Florida												1				1						1
Live Oak, Perry & Gulf																						
Natural Bridge Ry.*																						
Pensacola Div. of L. & N.	1	10					1	10			2	3		1	2	4		6			3	20
Pensacola & Atlantic Div. of L. & N.	1	3				3	1	6			3	2		1	3	3		27			4	36
Plant City, Arcadia and Gulf																						
St. Johns River Terminal Co.						5		5		1												6
Seaboard Air Line Ry.	6	117		1	1	9	7	127	1	33	6	9		5	6	14		64			14	238
South Georgia Ry.												1				1						1
Standard & Hernando																						
Tavares & Gulf																						
Valdosta Southern																						
Yellow River Railroad																						
Total	18	218		1	6	26	24	245	3	57	25	27	1	9	26	36		98			53	436

*No account reported.

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xtra ggage orage other tems.	Total passenger earnings.	Total freight earnings.	Total other earnings.	Total gross earnings from operations.
204.64	$ 11,727.42	$ 28,490.92	$ 438.11	$ 40,656.45
8,784.21	1,751,490.90	3,527,394.48	111,936.53	5,390,821.91
.....	48,967.79	32,882.75	5,118.45	86,968.99
.....	43,678.41	86,725.01	407.47	130,810.89
.....	1,272,351.56	1,139,567.21	59,233.37	2,471,152.14
.....	27,186.79	60,119.97	.....	87,306.76
.....	24,894.60	54,593.41	385.00	79,873.01
.....	20,980.39	26,694.34	1,622.22	49,296.95
1,572.94	154,217.45	196,756.16	42,146.14	393,119.75
.....	13,355.39	48,879.83	966.00	63,201.22
.....	2,193.55	29,281.30	1,794.66	33,269.51
1,903.23	127,009.28	414,466.11	14,070.35	555,545.74
3,325.83	240,358.39	415,432.02	9,589.57	665,379.98

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ELEVENTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

State of Florida

For the Year Ending March 1, 1908.



CAPITAL PUBLISHING CO. State Printer
TALLAHASSEE, FLORIDA
1908

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ELEVENTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

For the Year Ending March 1, 1908.



Capital Pub. Co., State Printer.
Tallahassee, Fla.
1908.

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COMMISSIONERS.

R. H. M. DAVIDSON, *Chairman*, Commissioner; HENRY E. DAY, Commissioner; JOHN M. BRYAN, Commissioner; J. L. NEELY, JR., *Secretary*.	July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; JOHN L. NEELY, JR., *Secretary*.	Jan. 3, 1899, to Jan. 8, 1901.
*HENRY E. DAY, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; ||JOHN L. NEELY, *Secretary*.	New term beginning Jan. 8, 1901.
JOHN L. MORGAN, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; R. HUDSON BURR, Commissioner; ROYAL C. DUNN, *Secretary*.	Oct. 1, 1902, to Jan. 6, 1903.
JEFFERSON B. BROWNE, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary*.	Jan. 6, 1903, to Jan. 3, 1905.
JEFFERSON B. BROWNE, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary*.	Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, *Chairman*, Commissioner; JOHN L. MORGAN, Commissioner; NEWTON A. BLITCH, *Commissioner;* ROYAL C. DUNN, *Secretary*.	Present term began Jan. 8, 1907.

*Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.

||Resigned October 1st, 1901, and Royal C. Dunn was elected as his successor.

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REPORT OF
RAILROAD COMMISSION
STATE OF FLORIDA.

Tallahassee, March 1, 1908.

To His Excellency, N. B. Broward,
Governor of Florida.

SIR—The Railroad Commissioners have the honor to submit to you herewith their Annual Report for the year ending March 1, 1908.

GENERAL CONDITIONS.

In the early part of the year for which this report is made, the conditions as to congestions, failures and inability of the railroads to handle the traffic offered them for transportation were similar to those which existed during the previous year.

The Commission, in its efforts to relieve the shippers of the State of the hardships and general business demoralization incident to poor and unreliable transportation service, continued its policy of imposing penalties for failure to transport within a reasonable time, hoping thus to awaken the transportation companies to more strenuous efforts in the procurement of the necessary facilities for the prompt handling of the traffic then being offered them for transportation.

The railroads, for the better protection of their own interests, and, perhaps, at the same time, to avoid the imposition of further penalties by the Commission, did, at last, set to work to relieve the situation, and to establish a more friendly relation between themselves and the shippers. They have enlarged and otherwise improved their dock and other terminal facilities at the ports; they

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have added new and improved locomotives and cars to their old equipment; some lines have relaid portions of their tracks with new and heavier rails, and strengthened their roadbeds; and all were improving their service generally, even before the late financial depression, which, in effect, reduced the output for transportation, and which, though a great misfortune to the country, has expedited a complete clearance by the transportation lines.

The railroads are now moving all freights offered with a degree of promptness not known in this State for many years, and, with their present increased facilities for handling freight, and the improvement of their tracks and roadbeds continued until the same are in first-class condition, we see no reason why the present satisfactory condition in the movement of freights should not be maintained.

PHYSICAL CONDITION OF RAILROADS.

The last Legislature enacted a law making it the duty of the Railroad Commission to require the railroad companies to keep their roadbeds and equipment in a safe and serviceable condition. The same act provided for the employment of an Inspecting Engineer to inspect and report upon the condition of the various roads in the State. In accordance with that law, Mr. F. P. Damon, a man with long experience in railroad engineering, was employed early in July to look after this part of the work.

As it was impossible for one man to inspect all the railroads in the State at once, the Commissioners have had him make inspections of such roads and of such parts of roads as have been reported to them or which they themselves have known as being most in need of repairs. This plan will be continued as rapidly as possible until the physical condition of every railroad in the State has been inspected. It is also the intention of the Commissioners to have the original cost of every railroad in the State investigated, as well as the probable cost of reproducing the same. The annual report of Mr. Damon will be found in another part of this report.

COUNSEL.

In accordance with an act of the last Legislature giving the Commissioners authority to employ counsel by the year, soon after the Legislature adjourned Hon. L. C.

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Massey of Orlando was employed by the Commissioners to serve as such counsel. Mr. Massey has an office in the Capitol, with the Commissioners, and gives his entire time and attention to the work of the Railroad Commission. Experience has shown that this is a wise provision of law. There are continually coming up intricate railroad questions in which there are many legal questions involved, and they can be considered much more rapidly and intelligently when legal advice can be had promptly. Report of the status of cases now on hand will be found in Mr. Massey's Annual Report to the Commissioners in another part of this Report.

AUDITING BOOKS OF RAILROADS.

The Commissioners have for some time been impressed with the necessity for a thorough knowledge of the accounts of the railroad companies in the State. This information is needed in order to prescribe rates or issue any orders that will affect the earnings of the railroads so that injustice may not be done to either the public or to the railroads.

With that end in view, in October, 1907, the Commissioners employed the Mutual Audit Company of Indianapolis, Indiana, to audit the books and accounts of the Florida East Coast Railway. This Auditing Company had been highly recommended to the Commissioners by Commissioners of other States who had employed them. These auditors were placed on the work in the latter part of October and continued through November and December, the work being finally completed in January. The Commissioners now have information concerning the accounts of the Florida East Coast Railway that will be of great value in dealing with that road in future.

The next work of this kind to be undertaken will be the audit of the books and accounts of the L. & N. R. R. Auditors will be placed upon the books of that road within a short time. As soon as the work on the books of that road is concluded those of other roads will be investigated.

RATES ON NEW ROADS.

Freight and Passenger rates were prescribed during the year for six new roads: The Apalachicola Northern Railroad Company, extending from River Junction to Apalachicola; the Tampa Northern Railroad, which is being

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constructed from Tampa to Thomasville, Ga.; the Woodville Railroad, running from Woodville, on the Seaboard Air Line Railway, to a point on the Georgia, Florida and Alabama Railway; the Florida Central Railroad, which extends from Thomasville, Ga., southward toward the Gulf Coast; the Charlotte Harbor & Northern Railroad, from Boca Grande to Arcadia, and the Greenville Southern Railway.

During the year, upon order of the Commission, depots have been constructed at Crystal River, Bell, Campville, Falmouth and Quincy. Additions and improvements have been made to the depots at Jasper, Island Grove and Archer. Through correspondence the Commissioners have secured the construction of depots at Lake Bird, Raleigh and Brownville. Additions and improvements have been secured at Yulee and Auburndale. Orders have been made requiring the construction of depots at Madison, Dukes, Plant City and Live Oak.

SEPARATE WAITING ROOMS.

Upon recommendation of the Railroad Commission the last Legislature enacted a law requiring separate waiting rooms for whites and negroes at all their stations in Florida. There were a number of stations on each of the roads which had only one waiting room. The work of providing additional waiting rooms at these stations is now nearly completed.

SEPARATE PASSENGER COACHES.

In their last report the Commissioners recommended the enactment of a valid law providing that trains should have separate passenger coaches for white and negro passengers. Such bills were introduced into both the Senate and the House of Representatives, and each body passed the bill before it—neither, however, passed the bill certified to it by the other, and so both bills died on the calendar at the close of the session.

CLASSIFICATION.

From time to time the Commissioners' attention has been directed to changes that should be made in the Classification. The rate on some articles has been found to be unjust as compared with the rate on other similar

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articles. During the year a change was made in the Classification of Artificial Stone and in the Classification of Woven Wire Fencing over 16 gauge in carload lots. The change made a reduction in rates on both of these articles.

RULES.

Several amendments to the Rules and Regulations of the Commission were found to be necessary, and were made during the year. Rules 9, 10 and 11 were added to the "Passenger Rules." These rules provide that the depots throughout the State shall be lighted and heated when necessary to the comfort of the traveling public, and that they shall be kept clean and sanitary, and that good drinking water shall be provided in each of them. Also that sufficient coaches shall be kept on passenger trains to provide seats for the passengers, and that when seats are needed that no passenger shall use more than one seat. Upon receipt of proof of the violation of any of these rules or of any of the other rules of the Commission, the company violating the rule will be dealt with in such a manner as seems proper to prevent a further violation. Rule 15 of the Rules Governing the "Transportation of Freight," which relates to the switching of cars, was amended so as to make the switching mandatory. The "General Rules" were amended so as to require the railroads to report all wrecks to the Railroad Commission. A book has been prepared and full data will be kept in the office concerning the number of wrecks and injuries on all the roads during the year.

DEMURRAGE.

The railroads of the State having decided to contest the validity of the Demurrage Rules prescribed by the Commission, have ignored all of them, and although they claim the right to collect demurrage from the public when cars are not loaded promptly, they deny the right of the public to collect any demurrage from them on account of their failure to do their duty as public carriers. It is the intention of the Commissioners to use every means within their power to compel the roads to comply with these rules. Several cases are now pending in the courts, in which the question whether the Railroad Commission has the authority to prescribe reciprocal Demurrage Rules will be tested.

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CLAIMS.

The Railroad Commission will handle claims for overcharges on all State shipments and will require the prompt payment of same. The Railroad Commission's rule requires that such claims be paid within thirty days

The last Legislature enacted a law which requires the Transportation Companies to pay claim for loss and damage to State shipments within sixty days, else upon suit being entered and recovery had, claimant would recover the amount of his damages with 50 per cent interest per annum and attorney's fees. The Commissioners hope and believe that if claimants will take advantage of this new law, the railroads will stop their dilatory practice of the past in handling such claims and settle them more promptly. A copy of this Claim Law can be had by request made to this office.

This Commission has no jurisdiction whatever over claims for Interstate shipments. If at any time shippers believe that they are overcharged on an Interstate shipment, if they will write the Interstate Commerce Commission at Washington, D. C., and forward their papers to that body, they will be informed whether or not they have been overcharged, and if so—how much.

The amended Interstate Commerce Commission Act makes the initial line responsible for the safe delivery of shipments to destination, so that in case of Florida fruits and vegetables damaged in transit to the Northern markets, claimants need not ascertain on which of the roads the damage occurred; they can simply bring suit against the road to which they delivered their freight. Section 8 of the Interstate Commerce Commission Act allows attorneys' fees in case of suit brought on account of any violation of the Interstate Commerce Commission Act. A copy of the Interstate Commerce Act may be had by writing to either this office or to the Interstate Commerce Commission at Washington, D. C.

The Railroad Commissioners of this State will be glad to give information and do everything within their power at any time to assist in settlement of claims.

FINES.

The fines imposed during the year are in detail as follows:

$100.00 on the Seaboard Air Line Railway for failure to

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bulletin delayed passenger train at Yulee. Fine reduced $50.00 and paid.

$1000.00 on the Seaboard Air Line Railway for refusal to transport lumber for the Brown Lumber Company, Abbott. Suit is pending in the courts to compel payment of the fine.

$1,500.00 on the Atlantic Coast Line Railroad Company for failure to pay demurrage claim, based on Rule No. 8, of S. S. Goffin, Pasco. Suit is pending to compel payment of the fine.

$100.00 on the Seaboard Air Line Railway for refusal to transport carload of Artificial Stone for Child Bros., Tallahassee.

$200.00 on Seaboard Air Line Railway for failure to keep depot open for reception of freight of the W. B. Johnson Company, Jacksonville. Fine reduced to $150.00 and paid.

$200.00 on the Atlantic Coast Line Railroad Company for failure to keep depot open for reception of freight of the W. B. Johnson Company, Jacksonville. Fine was paid.

$1,500.00 on the Seaboard Air Line Railway for refusal to transport lumber for the Bradford Lumber Company, Lawtey. Suit is pending in the courts to compel payment.

$150.00 on the Atlantic Coast Line Railroad Company for failure to bulletin delayed passenger train at Ybor City. Fine was paid.

$3,000.00 on the Seaboard Air Line Railway for failure to transport lumber for the Bradford Lumber Company, Lawtey. Suit is pending in the courts to compel payment.

$325.00 on the Atlantic Coast Line Railroad Company for failure to pay demurrage claim, based on Rule No. 11, of W. B. Johnson Co., Jacksonville. Suit is now pending in the courts to compel payment.

$875.00 on the Atlantic Coast Line Railroad Company for failure to pay demurrage claim, based on Rule No. 11,

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of Baker & Holmes Co., Jacksonville. Suit is now pending in the courts to compel payment.

$250.00 on the Seaboard Air Line Railway for failure to pay demurrage claim, based on Rule No. 11, of Rosser & Fitch. Suit is pending in the courts to compel payment.

$500.00 on the Seaboard Air Line Railway for failure to pay demurrage claim, based on Rule No. 11, of the W. B. Johnson Co. Suit is pending in the courts to compel payment.

$350.00 on the Seaboard Air Line Railway for failure to pay demurrage claim, based on Rule No. 11, of the C. B. VanDeman Co., Jacksonville. Suit is pending in the courts to compel payment.

$1,800.00 on the Seaboard Air Line Railway for failure to pay demurrage claim, based on Rule No. 19, of E. J. Blume & Co., Live Oak. Suit pending in the courts to compel payment.

$1000.00 on the Atlantic Coast Line Railroad Company for failure to pay demurrage claim, based on Rule No. 19, of W. R. Thomas, Gainesville. Suit is pending in the courts to compel payment.

$500.00 on the Southern Railway for failure to pay demurrage claim, based on Rule No. 11, of C. W. Zaring Co. Suit pending in the courts to compel payment.

$100.00 on Seaboard Air Line Railway for failure to transport lumber for Olliff & Cook.

$150.00 on the Southern Express Company for failure to transport pears for George R. Smith of Fruitland Park. Suit pending in courts to compel payment.

$625.00 on the Seaboard Air Line Railway for failure to pay demurrage claim, based on Rule No. 11, of the W. B. Johnson Co., Jacksonville. Suit pending in the courts to compel payment.

$1,500.00 on the Seaboard Air Line Railway for failure to comply with routing instructions on shipments of J. Jordon Pearce.

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$250.00 on the Seaboard Air Line Railway for failure to file contract and agreement relative to car per diem.

$250.00 on the Atlantic Coast Line Railroad Company for failure to file contract and agreement relative to car per diem.

$250.00 on the Florida East Coast Railway Company for failure to file contract and agreement relative to car per diem.

$250.00 on the Georgia Southern and Florida Railway Company for failure to file contract and agreement relative to car per diem.

The fine of $300.00 imposed on the Seaboard Air Line Railway for failure to transport wood for Nathan B. Hartsfield, as shown in the last Annual Report, was reduced to $150.00 and paid on June 3rd, 1907.

SALARIES AND EXPENSES OF RAILROAD COMMISSION OF FLORIDA FOR THE YEAR ENDING DECEMBER 31, 1907.

Three Commissioners	$ 7,479.48
Secretary	1,275.00
Counsel (portion of year)	1,359.08
Inspecting Engineer (portion of year)	525.00
Stenographer	841.50
Janitor	240.00
Legal Expenses	1,332.35
Stationery	102.40
Printing	811.25
Postage	327.96
Freight and Drayage	13.07
Auditing Accounts of Railroads	1,332.40
File Cases	50.00
Ice Tickets	10.00
Copy Florida Business Directory	5.00
Copy General Statutes	5.00
Telegraph and Telephone	128.98

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Transportation	1,094.99
Incidentals	.35
	$16,933.81

Respecttfully submitted.
R. HUDSON BURR, Chairman.
JOHN L. MORGAN,
NEWTON A. BLITCH,
Commissioners.

ROYAL C. DUNN, Secretary.

February 26, 1908.
Office of the Counsel for the
Railroad Commissioners.

Hons. R. Hudson Burr, Chairman;
John L. Morgan,
Newton A. Blitch,
Railroad Commissioners of the State of Florida.

DEAR SIRS:

In accordance with your request, I submit a statement of the litigation in which the Railroad Commission is interested, since June 12, 1907, when I took charge of its legal department.

On June 15, 1907, Attorney General Ellis turned over to me five cases which he had brought in the Circuit Court of Leon County in the name of the State against the Seaboard Air Line Railway, and four cases in the Circuit Court of Gadsden County against the Atlantic Coast Line Railroad Company. All these suits were to recover penalties affixed by you against these railroads for neglecting or refusing to transport freight in violation of Rule 3 of your Rules Governing the Transportation of Freight, which provides in effect, that no railroad company shall refuse to act as common carrier to transport any article proper for transportation. These cases all stand for argument on demurrer either to the declarations or to the pleas, and have not been called up for argument by me for the reason hereinafter stated.

The Attorney General at the same time turned over the case of The Colonial Trust Company of New York vs. Florida East Coast Railway Company, and the Railroad Commissioners, which is a bill in chancery in the United States Circuit Court for the Southern District of Florida to restrain the enforcement of your order for a straight

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passenger rate of three cents per mile on that road north of Homestead. The Florida East Coast Railway Company, nominal defendant, answered, admitting all the facts alleged in the bill, and also filed a cross-bill against the Colonial Trust Company and the Railroad Commissioners to obtain relief from the three-cent rate. I have filed your answers to both the original bill and the cross-bill, and the case is now ready for the taking of testimony before a Master in Chancery. My investigations into the case develop the facts that in December, 1902, the Florida East Coast Railway announced a voluntary reduction of its passenger fares to three cents per mile. In many instances, however, more than the three-cent rate was charged, as between Jacksonville and St. Augustine, and between Jacksonville and points south of Palatka. These arbitrary rates having been called to your attention, you issued an order requiring the railway company to abolish them by putting into effect a straight three-cent rate. Instead of attempting to restrain the Commission from abolishing the arbitraries, the railway company, desiring to get rid of the three-cent rate altogether and to operate a four-cent rate, collusively procured the Colonial Trust Company, as trustee for the only bondholder (who also owns the railway), to file the bill for the practical purpose of obtaining a four-cent per mile rate, which, of course, the railway company, by reason of having made a voluntary reduction, was not in position safely to do.

The Attorney General further turned over to me copies of the records, or of portions of the records, in the cases of the Louisville & Nashville Railroad Company against the Railroad Commissioners, which is a suit to enjoin a three-cent passenger rate, and of the Atlantic Coast Line Railroad Company, the Louisville & Nashville Railroad Company, the Seaboard Air Line Railway and the Georgia Southern & Florida Railway Company against the Railroad Commissioners, which are suits to restrain the enforcement of your order reducing certain freight rates. These cases, which are all pending in the United States Circuit Court for the Northern District of Florida, have not yet formally come into my hands, as they had been conducted by other special counsel who were retained long prior to my appointment. I may say in this connection, however, that the Supreme Court of the United States has had under consideraion for several months, without yet reaching a decision, questions which may bear very materially upon the future conduct of these cases.

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I have brought fifteen suits against railroad companies in the name of the State to recover penalties affixed by you in violation of your rules; one case for the recovery of demurrage for failure to move loaded cars, and one for overcharges on transportation of phosphate rock. These cases are now pending at various stages in the Circuit Courts of Orange, Duval, Jefferson and Alachua Counties. The several railroad companies defendant are the Atlantic Coast Line, the Seaboard and the Southern. The suits for the penalties are brought under Freight Rule 3, to which I have already referred, and under Demurrage Rules 8, 11 and 19. These latter rules provide for payment to the shipper of demurrage for (8) not hauling loaded cars; (11) not placing them for unloading in an accessible place, and (19) delay in transportation.

The railroad companies vigorously deny the validity of Freight Rule 3 and of all Demurrage Rules, which require payment of demurrage to the shipper, although they exact demurrage from him. On November 26 and 27, 1907, a full argument was made at Kissimmee before the Hon. Miner S. Jones, Circuit Judge, on the validity of these rules; Hon. George P. Raney, Hon. W. E. Key and Hon. W. A. Carter representing the defendant railroad companies, and I representing, through you, The State of Florida. Judge Jones has not yet rendered his decision on this important matter. It seemed useless and needlessly expensive to press cases involving the same questions in the other Circuits, and therefore such other cases have been held up until final determination of those arising in the Seventh Circuit.

I found that in the mandamus cases of the State of Florida against the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway relating to phosphate rates, and to rates on the West Shore Railroad, which were affirmed by the Supreme Court of the United States in favor of the State, no peremptory writs of mandamus had been issued out of the Supreme Court of Florida.

On notifying the Counsel for these railroads that I intended to have such writs issued, they agreed to a waiver of the peremptory writ, and a return that they were obeying the order of the court.

In connection with this matter of phosphate rates which you, as Commissioners, can control only, of course, as to shipments within the State, I believe the railroad companies are claiming as inter-state and foreign, many

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shipments which fall directly within your jurisdiction as intra-State shipments. For a long time there was some authority for supposing that if a shipper consigned goods from one point to another within the same State, with the intention of making a re-shipment at the point of destination to some further point in another State or in a foreign country, such original shipment was an inter-state or foreign shipment, as the case might be, and that even as between the points in the same State, it was without the jurisdiction of the State Railroad Commission. The unsoundness of this view has been demonstrated by the Supreme Court of the United States in Gulf, Colorado & Santa Fe Railway Co. vs. Texas, 204 U. S. 403, decided February 25, 1907, which practically holds that the character of the shipment must be determined from the original contract for transportation, and not by the intention of the shipper. So long as the case remains the law, you will be entitled to regard shipments made from points in this State to other points in the same, whether ports or not, under bills of lading so reading, as State shipments and within your jurisdiction.

The Seaboard Air Line Railway on January 3, 1908, passed under the charge of receivers appointed, so far as Florida is concerned, by Judge Pardee, U. S. Circuit Judge of the Fifth Judicial Circuit of the United States. This appointment will have two possible effects upon your relations with the Seaboard Air Line Railway. First, the delay, such as the appointment of receivers always causes, in the execution of orders already made against the railway company; and second, a change in the method of enforcing your orders, namely, from that of mandamus in the State Courts, to an application to the United States Court requesting it to order its receivers to conform to the order of the Railroad Commission. I advise you in this connection that the Act of Congress of March 3, 1887, by its second section, requires "that whenever in any cause pending in any court of the United States there shall be a receiver or manager in possession of any property, such receiver or manager shall manage and operate such property according to the requirements of the valid laws of the State in which such property shall be situated, in the same manner as the owner or possessor thereof would be bound to do, if in possession thereof."

The Counsel for the Seaboard has informed me that the receivers will become parties defendant to all these State

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causes which were pending at the time of their appointment.

This concludes a statement of all the litigation in this office, but does not take into account the other daily legal services rendered you.

Yours respectfully,
(Signed) LOUIS C. MASSEY,
Counsel.

Messrs. R. Hudson Burr,
John L. Morgan,
Newton A. Blitch,
Railroad Commissioners,
Tallahassee, Fla.

GENTLEMEN:

I have the honor to submit herewith my annual report for the year ending February 29th, 1908; that is, for the eight months from the time of my appointment, beginning July 1st, 1907.

My duties, as outlined by your Honorable Body, were to take up first the Estimate of Cost of Reproduction of the lines of the L. & N. Railroad in Florida and of their terminals in Pensacola. The railroad company had submitted an estimate made by their engineers in 1903; to check this and obtain information that they could not furnish, it was necessary for me to go over these lines on foot, and make notes from which I could determine approximately the number of cubic yards in embankments and excavations, also bills of material in bridges and culverts, buildings and all items that are included in the cost of construction.

To assist me in this work, the Engineer's Office at Louisville furnished, upon request from the Commissioners, standard plans of trestles, buildings, etc., maps showing all terminal property in Pensacola, date of purchase and price paid, plans showing all tracks in terminal property, plans of all wharves and plans of building on wharves. This information was of great assistance and facilitated the work I had to do. The result of my investigation and estimates have been made known to you.

I find in going over the P. & A. Division that some betterments to the property have been made since their estimate was submitted. One item in estimate was for 100 miles of 50-lb rail; this was being renewed with 70-lb rail, and at the time I was on the road, about sixty-five

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miles of 50-lb rail had been taken out, several new station buildings had been put up, combination passenger and freight buildings at Marianna, Cottondale and Aycock, and a great increase in miles of right-of-way fences.

The roadbed on this division I find in good condition. The track was in fairly good surface. In some places I noted rotten ties, but in no place bad enough to be considered dangerous, and there was an abundance of ties along the line of road for renewals, also lumber at different places along the road for any necessary repairs to trestles. On curves they were putting tie plates on all ties and also on cypress ties where they occur on tangents.

PENSACOLA DIVISION—From Pensacola to Flomaton; distance 44.45 miles. The roadway and track was in good condition. The track is laid with 70-lb rail, ballasted with rock and in good surface. Tie plates are used on all ties on curves, and cypress ties on tangents.

ALABAMA DIVISION—From Graceville to the Florida line; distance 11.83 miles. On this division the roadway and track is not kept up as well as the other lines. In some places roadbed was badly washed by rains and embankments needed widening. The track is laid with 65-lb. rail, and not in good surface except for only a part of the line; also a good many crossties needed to put track in good condition.

After finishing the above work, I made an examination of the trestle across the Ocklocknee River, on that part of the G., F. & A. Ry. between Tallahassee and Carrabelle, afterwards going over the same road from Carrabelle to the Georgia line and the branch line from Havana to Quincy, making report as to the condition of track and trestles, and of the passenger coaches in service on the different trains.

Taking up next the Seaboard Air Line Ry. from Tallahassee to Baldwin and Baldwin to Fernandina, I made a preliminary examination and report on same, with the view of going over these lines later and making a report in detail, also a trip to Monticello, making an examination as to the conditions existing there and at Drifton.

My next work was the West Shore Railway, from Turkey Creek to Sarasota. I went over this road on foot all but a few miles, and made a report as to the condition of track and trestles and recommendations as to repairs of same.

I have submitted reports and recommendations after

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each examination or inspection. Copies of these can be found on file in the office.

Respectfully yours,
(Signed) FRANK P. DAMON,
Inspecting Engineer.

RULING NO. 1.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

FREE PASSES, AND SALE OF TICKETS ON CREDIT.

Numerous inquiries having been made of the Railroad Commissioners of the State of Florida whether they will permit common carriers to issue free passes to persons other than those named in the Railroad Commission law; and also whether common carriers may issue tickets or mileage books at the regular rate to publishers of newspapers and others rendering services on credit to such common carriers by publication of schedules or otherwise and charge the same to such persons, settlement in money to be made at stated periods by the party owing the balance of the account, the Railroad Commissioners think proper to make general rulings on these subjects for the information of the common carriers and of the public.

They rule, therefore:

1. That they have no authority to authorize the issuing of free passes to any other persons than those named in Section 2919 of the General Statutes of the State.

2. That common carriers have no right to issue free passes to any other persons than those named in that section. Those persons are:

(a) Destitute or homeless persons transported by charitable societies, and the necessary agents employed in such transportation.

(b) Their own officers or employees, and their immediate families dependent upon them.

(c) Officers and employees of other railroad companies who give like passes in exchange to the railroad company issuing such passes.

(d) Persons in charge of livestock shipped from point of shipment to destination and return; but in such case there must be no discrimination among persons.

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3. That tickets or mileage books cannot be sold on credit whether by way of mutual accounts or otherwise. A principal object of the Railroad Commission law is to prevent discrimination. Such sales are in themselves discriminations, and may lead to further discriminations. The Railroad Commissioners see no reason why persons rendering services to a common carrier, but not connected therewith, should not be paid for their services in the ordinary manner, and should not pay for their tickets and mileage books, when received, like the general public.

Made by the Railroad Commissioners of the State of Florida in session, at their office in the City of Tallahassee, Florida, this 18th day of January, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: R. C. DUNN, Secretary.

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APPENDIX A.

ORDERS.

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ORDERS.

ORDER NO. 148.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY E. A. POLLY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 6 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

Whereas, charges were made before the Railroad Commissioners of the State of Florida by E. A. Polly, that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employees did, on the 22nd day of February, A. D. 1907, and on divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from Polly's mill siding, a siding on the said railway in Florida, offered to the said railroad corporation by the said E. A. Polly for transportation; whereby and by such declination and refusal by the railroad corporation to act as a common carrier the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida and Rule No. 3 of the "Rules Governing the Transportation of Freight" as prescribed by the Railroad Commission, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation, shall be deemed a violation of this Rule."

Whereas, Ten days' notice of the said charges of said violation and disregard of said law and said rule by the said railroad corporation was given to the said Seaboard Air Line Railway by the said Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said Seaboard Air Line Railway was heard by the said

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Railroad Commissioners upon said charges, the Railroad Commissioners determined and found that the said Seaboard Air Line Railway, a railroad corporation, did, on the said 22nd day of February, A. D. 1907, violate and disregard said Rule No. 3 as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Polly's mill siding, a siding on the line of said railroad in Florida, which said lumber was duly offered by the said E. A. Polly to the Seaboard Air Line Railway for transportation.

Now, therefore, the Railroad Commissioners of the State of Florida do hereby find and adjudge that the Seaboard Air Line Railway has been guilty of a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight" as prescribed by the Railroad Commissioners of the State of Florida and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Five Hundred Dollars ($500.00), and the said Railroad Commissioners order and adjudge that you, the Seaboard Air Line Railway, a railroad corporation, for your said offense do pay promptly the sum of Five Hundred Dollars to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this the 16th day of March, A. D. 1907.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO 149.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE FLORIDA LAND COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

This matter coming on for a hearing after due notice to the Seaboard Air Line Railway on March 16th, 1907,

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the complainant having made application to the Railroad Commissioners for permission to withdraw the charges against the said railway, and permission having been granted,

IT IS ORDERED AND ADJUDGED that the case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this the 25th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 150.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY S. S. GOFFIN AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company, and the complainant having made application to the Railroad Commissioners that he be allowed to withdraw his charges against the said railroad company, and permission having been granted,

IT IS ORDERED AND ADJUDGED that the case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 28th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 151.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY GANAHL & SAUSSY AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, OF THE LAWS OF FLORIDA.

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company and the complainant having failed to appear,

IT IS ORDERED AND ADJUDGED that the case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, on this the 28th day of March. A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 152.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY T. H. WALLIS ET AL. AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 6 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS."

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company, and the complainant having failed to appear,

IT IS ORDERED AND ADJUDGED that the case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City

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of Tallahassee, Florida, this the 28th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 153.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT CRYSTAL RIVER.

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company, the railroad company being represented by Mr. Morton Riddle, General Superintendent, and the Commissioners having heard the representative of the railroad company and being fully advised in the premises,

IT IS ORDERED AND ADJUDGED that you, the Atlantic Coast Line Railroad Company, construct at Crystal River, Florida, a freight and passenger depot, the same to be constructed on or before the 1st day of July, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 154.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF IMPROVED DEPOT FACILITIES AT JASPER.

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company, and R.A. Brand, General Superintendent, representing the said railroad company, and Mr. D. B. Johnson, representing citizens of Jasper, having been present and heard by the Railroad Commissioners, and the Commissioners being fully advised in the premises,

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IT IS ORDERED that you, the Atlantic Coast Line Railroad Company, enlarge and improve your passenger depot at Jasper, Florida, by adding ten feet to your waiting rooms and by the construction of necessary closets, the same to be completed on or before the first day of June, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 28th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO 155.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY J.Q. BRANTLEY AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATION OF RULE NO. 11 OF THE "DEMURRAGE RULES" UNDER CHAPTER 4700, LAWS OF FLORIDA.

This matter coming on this day to be heard after due notice to the Atlantic Coast Line Railroad Company, and the complainant having failed to appear,

IT IS ORDERED AND ADJUDGED that the case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, on this the 28th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 156.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE APALACHICOLA NORTHERN RAILROAD COMPANY.

This matter coming on this day to be considered upon application of the Apalachicola Northern Railroad Company for an Order of the Railroad Commission prescribing a schedule of freight and passenger rates for the use of said railroad company, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight and passenger rates be allowed and prescribed for the Apalachicola Northern Railroad Company, and the same shall be put in operation by said railroad company and be effective at once.

See Appendix.

PASSENGER RATES:

Straight fare, 4 cents per mile.

Round-trip tickets good for five days, exclusive of day of sale, 3 cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 28th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 157.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF AN AGENCY AT BLANTON, FLORIDA.

This matter coming on this day to be heard after due

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notice to the Atlantic Coast Line Railroad Company, and Mr. Morton Riddle, Genral Superintendent of said railroad, having been present and heard by the Railroad Commissioners, and the said Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED that you, the Atlantic Coast Line Railroad Company, establish an agency at Blanton, Florida, on or before the 15th day of April, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 28th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 158.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATION OF RULE NO. 6 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS" PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA FOR FAILURE TO POST NOTICE OF DELAYED TRAIN AT YULEE, FLORIDA.

This matter coming on this day to be heard by the Railroad Commissioners after due notice to the Seaboard Air Line Railway of charges that the Seaboard Air Line Railway had been guilty of violation and disregard of the provision of Chapter 4700 of the Laws of Florida and Rule No. 6 of the "Rules Governing the Transportation of Passengers" prescribed by the Railroad Commissioners of the State of Florida, in that they failed on the 28th day of February, A. D. 1907, to post notice of delayed passenger train No. 31, said train being more than thirty minutes late at Yulee, Florida; and the said Seaboard Air Line Railway having been represented by G. P. Raney, Esq., and W. A. Witt, Superintendent, and the complainants by W. N. Sasnett, and the Commissioners having

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heard the testimony of the representatives of the railroad and the complainants, and being satisfied therefrom that the said Seaboard Air Line Railway is guilty of violating said Rule No. 6 as charged, and has, therefore, incurred a penalty for said violation,

IT IS HEREBY ORDERED AND ADJUDGED that a fine of One Hundred Dollars ($100.00) be and the same is hereby fixed and imposed on the Seaboard Air Line Railway for violation of Rule No. 6 at Yulee, Florida, on the 28th day of February, A. D. 1907.

And you, the Seaboard Air Line Railway, are hereby required to promptly pay the sum of One Hundred Dollars ($100.00) into the Treasury of the State of Florida in accordance with the law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 29th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO 159.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE BROWN LUMBER COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER CHAPTER 4700, LAWS OF FLORIDA.

Whereas, charges were made before the Railroad Commissioners of the State of Florida by H. A. Brown and W. D. Brown, doing business under the firm name and style of The Brown Lumber Company, that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employees, did on the 10th day of January,

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1907, and on divers days preceding said date, decline and refuse to act as a common carrier to transport certain lumber from Abbott, Florida, a station on the said railway in Florida, offered to the said railroad corporation by the said The Brown Lumber Company for transportation; whereby and by such declination and refusal by the railroad corporation to act as a common carrier the said railroad corporation violated and disregarded Chapter 4700 of the Laws of Florida and Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any articles proper for transportation and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule."

Whereas, ten days' notice of the said charges of said violation and disregard of said law and said rule by the said railroad corporation was given to the said Seaboard Air Line Railway by the said Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said Seaboard Air Line Railway were heard by the said Railroad Commissioners upon said charges, and after having heard the said Seaboard Air Line Railway upon said charges, the said Railroad Commissioners determined and found that the said Seaboard Air Line Railway, a railroad corporation, did, on the said 10th day of January, A. D. 1907, violate and disregard said Rule No. 3 as prescribed by the said Railroad Commissioners by then and there declining and refusing to act as a common carrier to transport lumber from Abbott, Florida, a station on the line of said railway, which said lumber was duly offered by the said The Brown Lumber Company to the Seaboard Air Line Railway for transportation.

Now, therefore, the Railroad Commissioners of the State of Florida, do hereby Find and Adjudge that the Seaboard Air Line Railway has been guilty of a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight" as prescribed by the Railroad Commissioners of the State of Florida and by such violation has incurred a penalty, which is hereby fixed and imposed at the sum of One Thousand Dollars ($1,000.00), and that the said Railroad Commissioners order and adjudge that you, the

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Seaboard Air Line Railway, a railroad corporation, for your said offense do pay promptly the sum of One Thousand Dollars ($1,000.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this the 15th day of April, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 160.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT ISLAND GROVE, FLORIDA.

This matter coming on this day to be heard after due notice to the Seaboard Air Line Railway, and the said railway being represented by W. J. Jenks, Superintendent, and G. P. Raney, Esq., and the Commissioners having heard the representatives of the said railway and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that you, the Seaboard Air Line Railway, enlarge and improve your depot at Island Grove, Florida, by the addition of two waiting rooms, one for white and one for colored passengers, and by repairing the depot, the same to be completed on or before the 15th day of June, A. D. 1907.

Done and ordered by the Ralroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 15th day of April, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 161.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE TAMPA NORTHERN RAILROAD COMPANY.

This matter coming on this day to be considered upon application of the Tampa Northern Railroad Company for an Order of the Railroad Commission prescribing a schedule of freight and passenger rates for the use of said railroad company, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight and passenger rates be allowed and prescribed for the Tampa Northern Railroad Company, and the same shall be put into operation by said railroad company and be effective at once:

See Appendix.

PASSENGER RATES:

Straight fare, 4 cents per mile.

Round-trip tickets, good for five days, exclusive of day of sale, 3 cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 24th day of April, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 162.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED AGAINST THE SEABOARD AIR LINE RAILWAY BY THE ELECTRIC LIGHT PLANT OF TALLAHASSEE FOR VIOLATION OF RULE NO. 21 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" OF THE RAILROAD COMMISSION BY FAILURE TO PAY OVERCHARGE CLAIM.

This matter coming on to be heard after due notice to the Seaboard Air Line Railway, and the claim having been paid by said railway,

IT IS HEREBY ORDERED AND ADJUDGED that the charges against the Seaboard Air Line Railway for violation of Rule No. 21 of the "Rules Governing the Transportation of Freight" be and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 16th day of April, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 164.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AND THE ESTABLISHMENT OF AN AGENCY AT BELL, FLORIDA.

This matter coming on to be heard on April 15th, 1907, after due notice to the Seaboard Air Line Railway and the Seaboard Air Line Railway having been represented by G. P. Raney, Esq., and W. J. Jenks, Superintendent, and the Commissioners having heard the representatives of the said railway, and being fully advised in the premises,

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IT IS HEREBY ORDERED AND ADJUDGED that you, the Seaboard Air Line Railway, establish an agency and enlarge the present warehouse to dimensions of not less than 16x30 feet, with covered platform 16x30 feet, and by adding two small waiting rooms and agent's office, at Bell, Florida.

IT IS FURTHER ORDERED that said agency shall be established, and changes, additions and improvements to the depot at Bell shall be completed on or before the 3rd day of July, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 3rd day of May, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 165.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT ARCHER, FLORIDA.

This matter coming on to be heard on April 15th, 1907, after due notice to the Seaboard Air Line Railway, and the said railway being represented by G. P. Raney, Esq., and W. J. Jenks, Superintendent, and the Commissioners having heard the representatives of the said railway and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that you, the Seaboard Air Line Railway, enlarge and improve your depot at Archer, Florida, by raising the floors of the passenger waiting rooms and agent's office and by remodeling same if necessary, and by constructing convenient approaches for passengers leaving or boarding trains, and by enlarging the present freight warehouse sufficiently to accommodate all less than carload freight at that station.

It is further ordered that the plans for the changes, additions and improvements herein ordered shall be submitted by the said Seaboard Air Line Railway to the Railroad Commissioners of the State of Florida for their approval on or before the 15th day of May, A. D. 1907.

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It is further ordered that said changes, additions and improvements shall be completed within forty-five (45) days after the approval of the plans by the Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 1st day of May, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 166.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF AMENDMENT OF CLASSIFICATION NO. 2, RELATIVE TO LOCOMOTIVES.

This matter coming on this day to be heard after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies and common carriers having been given an opportunity to be heard, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that Classification No. 2 of the Railroad Commissioners of the State of Florida be amended as follows:

By striking out on page 52:

"Attendants in charge of Locomotives, other than Dead Locomotives, may be passed free, but must pay full fare returning.

Locomotives, Dead, must be accompanied by an attendant, who will be passed free and will return free over the same line."

And substituting therefor:

"Caretakers, in charge of Locomotives, must pay full passenger fare.

Locomotives, Dead, on their own wheels, must be attended by a Caretaker."

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Done and ordered by the Railroad Commission of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 15th day of May. A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 167.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FINE IMPOSED ON THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

The Seaboard Air Line Railway having handed to the Railroad Commission a voucher in favor of W. V. Knott, State Treasurer, for One Hundred and Fifty Dollars ($150.00), the fine of Three Hundred Dollars ($300.00) heretofore imposed by the Railroad Commission upon the said Seaboard Air Line Railway for failure to furnish cars to Nathan B. Hartsfield is hereby reduced, and an entry of satisfaction of such fine is hereby directed to be made upon the Minute Book of the Railroad Commission.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 3rd day of June, 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 168.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FINE IMPOSED ON THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 6 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS."

The Seaboard Air Line Railway having handed to the Railroad Commission a voucher in favor of W. V. Knott, State Treasurer, for Fifty Dollars ($50.00), the fine of

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One Hundred Dollars ($100.00) heretofore imposed by the Railroad Commission in Order No. 158, March 29th, 1907, upon the said Seaboard Air Line Railway for failing to bulletin delayed passenger train at Yulee, Florida, February 28th, 1907, is hereby reduced, and an entry of satisfaction of such fine is hereby directed to be made upon the Minute Book of the Railroad Commission.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this the 7th day of June, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 169.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY BY BLISS & VAN AUKEN FOR VIOLATION OF RULE NO. 11 OF THE DEMURRAGE RULES.

This matter coming on this day to be heard, after due notice to the Atlantic Coast Line Railroad Company, and it appearing that the claim had been improperly made by claimants.

IT IS HEREBY ORDERED AND ADJUDGED that the charges against the Atlantic Coast Line Railroad Company for violation of Rule No. 11 of the Demurrage Rules be and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this the 25th day of June, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 170.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION BY CITIZENS OF CAMPVILLE, FLORIDA, FOR BETTER DEPOT FACILITIES AT THAT POINT.

This matter coming on this day to be heard, after due notice to the Seaboard Air Line Railway, and the said Seaboard Air Line Railway, having been represented by Mr. W. J. Jenks, Superintendent, and G. P. Raney, Esq., and the representatives of the said railway having been heard by the Railroad Commissioners, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that you, the Seaboard Air Line Railway, construct a freight and passenger depot at Campville, Florida, the same to be completed on or before the first day of October, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 26th day of June, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 171.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE 8 OF THE DEMURRAGE RULES PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER THE GENERAL STATUTES OF THE STATE OF FLORIDA, FOURTH DIVISION, TITLE 4, CHAPTER 5, FORMERLY CHAPTER 4700, LAWS OF FLORIDA, IN NOT PAYING DEMURRAGE CHARGES DUE TO S. S. GOFFIN.

WHEREAS, Notice was duly given by the Railroad Commissioners of the State of Florida to the Atlantic Coast Line Railroad Company, a railroad corporation, of

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charges against it for sundry violations of Rule 8 of the Demurrage Rules prescribed by the said Railroad Commissioners under the General Statutes of the said State, Fourth Division, Title 4, Chapter 5, formerly Chapter 4700, Laws of Florida, in not paying demurrage charges due to one S. S. Goffin, that is to say:

1. That said Railroad Company on December 17, 1906, issued a bill of lading to the said S. S. Goffin, Pasco, Florida, for a car loaded with lumber consigned to the Gulf Cypress Company, Ehren, Florida, which car was not carried forward from Pasco until January 9, 1907; and that upon request of the said Goffin the said Railroad Commissioners made claim upon the said railroad company on February 1, 1907, for Twenty-one dollars account of delay in carrying forward said car in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

2. That said railroad company on December 17th, 1906, issued bill of lading to the said S. S. Goffin, Pasco, Florida, for another car loaded with lumber consigned to the Gulf Cypress Company, Ehren, Florida, which car was not carried forward from Pasco until January 9th, 1907; and that upon request of the said Goffin the said Railroad Commissioners made claim upon the said railroad company on February 1, 1907, for Twenty-one Dollars account delay in carrying forward said car in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

3. That said railroad company on December 12th, 1906, issued bill of lading to the said S. S. Goffin, Pasco, Florida, for another car loaded with lumber consigned to the Gulf Cypress Company, Ehren, Florida, which car was not carried forward from Pasco until January 9, 1907; and that upon request of the said Goffin the said Railroad Commissioners made claim upon the said railroad company on February 1, 1907, for Twenty-six Dollars account of delay in carrying forward said car, in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

4. That said railroad company on November 16th, 1906, issued bill of lading to the said S. S. Goffin, Pasco, Florida, for another car loaded with lumber consigned to Atlantic Coast Line Railroad, in care of James Paul, M. M., High Springs, Florida, which car was not carried forward from Pasco until January 8th, 1907; and that upon request of the said Goffin the Said Railroad Commissioners

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made claim upon the said Railroad Company on February 1, 1907, for Fifty-one Dollars account of delay in carrying forward said car, in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

5. That said railroad company on December 21st, 1905, issued bill of lading to the said S. S. Goffin, Pasco, Florida, for another car loaded with lumber consigned to Eddins & Roberts, St. Petersburg, Florida, which car was not carried forward from Pasco until January 6th, 1907; and that upon the request of the said Goffin the said Railroad Commissioners made claim upon the said railroad company on February 1st, 1907, for Fourteen Dollars account of delay in carrying forward said car in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

6. That said railroad company on January 1st, 1907, issued bill of lading to the said S.S.Goffin, Pasco, Florida, for another car loaded with lumber consigned to Eddins & Roberts, St. Petersburg, Florida, which car was not carried forward from Pasco until January 6th, 1907; and that upon request of the said Goffin the said Railroad Commissioners made claim upon the said railroad company on February 1st, 1907, for Four Dollars account of delay in carrying forward said car, in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

7. That said railroad company on December 20th, 1906, issued bill of lading to the said S.S.Goffin, Pasco, Florida, for another car loaded with lumber consigned to Eddins & Roberts, St. Petersburg, Florida, which car was not carried forward from Pasco until January 6th, 1907; and that upon request of the said Goffin the said Railroad Commissioners made claim upon said railroad company on February 1st, 1907, for Fifteen Dollars account of delay in carrying forward said car, in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

8. That said railroad company on December 17th, 1906, issued bill of lading to the said S. S. Goffin, Pasco, Florida, for another car loaded with lumber consigned to Gulf Novelty Works, St. Petersburg, Florida, which car was not carried forward from Pasco until January 6th, 1907; and that upon request of the said Goffin the said Railroad Commissioners made claim upon the said railroad company on February 2nd, 1907, for Eighteen Dollars account

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of delay in carrying forward said car, in accordance with Demurrage Rule 8 aforesaid, which claim the said railroad company refused to pay.

AND WHEREAS, After the lapse of ten days from the giving of notice as aforesaid a hearing was had before the Railroad Commissioners aforesaid both on behalf and against said charges, the Atlantic Coast Line Railroad Company being represented at said hearing by W. P. Smith, Esq., its Counsel, and Mr. Morton Riddle, the General Superintendent of its Fourth Division, and after such hearing, the said Railroad Commissioners being fully advised of its action in the premises, did determine and find that the facts contained in each of the several charges preferred and hereinbefore recited were true, and that the Atlantic Coast Line Railroad Company did violate and disregard said Demurrage Rule 8 in each of the said several charges by refusing to pay the several claims for demurrage due to the said S. S. Goffin, which said Rule is as follows:

"Rule 8. Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar ($1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours, thereafter, said railroad company shall be liable to said shipper for the payment of one ($1.00) dollar per car for each day or fraction of a day that said car or cars are thus detained or held."

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do find and adjudge that the Atlantic Coast Line Railroad Company, a railroad corporation, has been guilty of a violation of Rule 8 of the Demurrage Rules prescribed by them in each and every of the charges preferred against and hereinbefore recited, and by such violations has incurred penalties which are hereby fixed and imposed as follows:

On the first charge the sum of Two Hundred and Forty Dollars ($240.00).

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On the second charge the sum of Two Hundred and Forty Dollars ($240.00).

On the third charge the sum of Three Hundred Dollars ($300.00).

On the fourth charge the sum of Six Hundred and Twenty-five Dollars ($625.00).

On the fifth charge the sum of One Hundred and Seventy Dollars ($170.00).

On the sixth charge the sum of Fifty Dollars ($50.00).

On the seventh charge the sum of One Hundred and Seventy-five Dollars ($175.00).

On the eighth charge the sum of Two Hundred Dollars ($200.00).

And the said Railroad Commissioners order and adjudge that you, the Atlantic Coast Line Railroad Company, for your said offenses do pay the said several sums to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this third day of July, 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 172.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY CHILD BROTHERS AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by Child Brothers that the Seaboard Air Line Railway, a railroad corporation, did, on May 27, 1907, decline and refuse to act as a common carrier, that is to transport one carload of stone accepted by it for transportation, from Jacksonville, Florida, to Tallahassee, Florida, and thereby violated said Rule 3, which is as follows:

"3. No railroad company shall decline or refuse to act

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as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule."

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Seaboard Air Line Railway, and thereafter the hearing was had, when the said Seaboard Air Line Railway appeared by its counsel, Hon. George P. Raney, and was heard on the said charges, and the said Railroad Commissioners being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the said charges are sustained and that the Seaboard Air Line Railway has been therein gnilty of a violation of Rule 3 of the "Rules Governing the Transportation of Freight" as prescribed by said Railroad Commissioners, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of One Hundred Dollars ($100.00) to be paid by it promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 3rd day of July, 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 173.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE W. B. JOHNSON COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE 26 OF THE RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by the W. B. Johnson Company that the Seaboard Air Line Railway, a rail-

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road corporation, on May 25, 1907, between the hours of 7. A. M. and 5 P. M., at Jacksonville, Florida, refused to receive certain goods, wares and merchandise which were offered it by the W. B. Johnson Company for transportation to several points on its line of railway in the State of Florida, and thereby violated said Rule 26, which is as follows:

"26. At all of their agencies in Florida, railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock A. M. and 5 o'clock P. M., provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National Census, the agent may take an intermission of one hour for dinner."

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was given to the said Seaboard Air Line Railway, and thereafter the hearing was had, and the Seaboard Air Line Railway appeared and was heard on the said charges, and the said Railroad Commissioners being duly advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the said charges are sustained, and that the Seaboard Air Line Railway has been therein guilty of a violation of Rule 26 of the "Rules Governing the Transportation of Freight" as prescribed by said Railroad Commissioners, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Two Hundred Dollars to be paid by it promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 3rd day of July, 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 174.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE W. B. JOHNSON COMPANY AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 26 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PRESCRIBED BY THE RAILROAD COMMISSIONERS.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by the W. B. Johnson Company that the Atlantic Coast Line Railroad Company, a railroad corporation, on May 25, 1907, between the hours of 7 A. M. and 5 P. M., at Jacksonville, Florida, refused to receive certain goods, wares and merchandise which were offered it by the W. B. Johnson Company for transportation to several points on its line of railway in the State of Florida, and thereby violated said Rule 26, which is as follows:

"Rule 26. At all of their agencies in Florida, railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock A M. and 5 o'clock P. M., provided that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National Census, the Agent may take an intermission of one hour for dinner." And,

WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was given to the said Atlantic Coast Line Railroad Company, and thereafter the hearing was had, and the Atlantic Coast Line Railroad Company appeared and was heard on the said charges, and the said Railroad Commissioners being duly advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the said charges are sustained, and that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule 26 of the "Rules Governing the Transportation of

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Freight as prescribed by the said Railroad Commissioners, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Two Hundred Dollars to be paid by it promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 3rd day of July, 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 175.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE BRADFORD LUMBER COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" PREFERRED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, UNDER THE GENERAL STATUTES OF FLORIDA, 4TH DIVISION, TITLE 4, CHAPTER 5, FORMERLY CHAPTER 4700, LAWS OF FLORIDA.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by the Bradford Lumber Company, a corporation, that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employees, did on the 13th day of June, 1907, and on divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from a siding at the 64-Mile Post on the line of said railway in Bradford County, Florida, offered to the said railroad corporation by the said Bradford Lumber Company for transportation; whereby and by such declination and refusal by the said railroad corporation to act as a common carrier, the railroad corporation violated and disre-

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garded 4th Division, Title 4, Chapter 5 of the General Statutes of the State of Florida, formerly Chapter 4700, Laws of Florida, and Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article, proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation, shall be deemed a violation of this rule," And,

WHEREAS, Ten days' notice of said charges of such violation and disregard of said laws and said Rule by said railroad corporation was given to the said Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and after the expiration of said ten days' notice, the said Seaboard Air Line Railway was heard by the said Railroad Commissioners upon the said charges, and after having heard the said Seaboard Air Line Railway upon said charges the said Railroad Commissioners determined and found that the said Seaboard Air Line Railway Co., a railroad corporation, did on the 13th day of June, 1907, violate and disregard said Rule No. 3, as prescribed by the Railroad Commissioners, by then and there declining and refusing to act as a common carrier to transport lumber from a siding at the 64-Mile Post, a point on the line of said railroad in Bradford County, Florida, which said lumber was duly offered by the said Bradford Lumber Company to the Seaboard Air Line Railway for transportation,

THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the Seaboard Air Line Railway has been guilty of a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Fifteen Hundred Dollars ($1,500.00), and the Railroad Commissioners Order and Adjudge that you, the Seaboard Air Line Railway, a railroad corporation, for your said offense, do pay promptly the sum of Fifteen Hundred Dollars to the State Treasurer of the State of Florida.

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Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 3rd day of July, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 176.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY C. W. ZARING & COMPANY AGAINST THE SOUTHERN RAILWAY FOR VIOLATION OF RULE NO. 11 OF THE DEMURRAGE RULES.

This mattre coming on to be heard on May 15th, 1907, after due notice to the Southern Railway, and it appearing that an error was made in the issuance of the notice,

IT IS ORDERED AND ADJUDGED that the case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 3rd day of July, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 177.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY C. W. ZARING & COMPANY AGAINST THE SOUTHERN RAILWAY FOR VIOLATION OF RULE NO 11 OF THE DEMURRAGE RULES.

This matter coming on to be heard on May 15th, 1907, and it appearing that the Statute of Limitation had run on this claim.

IT IS ORDERED AND ADJUDGED that this case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 3rd day of July, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 178.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE ORLANDO AND SANFORD BOARDS OF TRADE AND OTHER CITIZENS OF THAT SECTION FOR BETTER CONNECTIONS BETWEEN THE ATLANTIC COAST LINE RAILROAD AND THE FLORIDA EAST COAST RAILWAY BETWEEN SANFORD AND TITUSVILLE AND ORANGE CITY JUNCTION AND NEW SMYRNA, FLORIDA.

The Florida East Coast Railway having presented a petition to the Railroad Commissioners for the modification of Order No. 90, made March 10, 1906, and it appearing to the Railroad Commissioners that Train No. 84 has

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been inaugurated some time since by the Atlantic Coast Line Railroad Company to make the connections prescribed for train No. 80 on that railroad with the Florida East Coast Railway, and that the conditions have changed and that the petition aforesaid can be granted without detriment to the public interests; therefore,

IT IS ORDERED AND ADJUDGED as to the Florida East Coast Railway as follows:

BETWEEN TITUSVILLE AND SANFORD.

That trains Nos. 11 and 12 may be discontinued; that train No. 9 shall leave Titusville at 7:15 A. M. and arrive at Sanford at 9:40 A. M., and that train No. 10 shall leave Sanford at 2:30 P. M., but if Atlantic Coast Line train No. 80 is late, and will arrive within one hour of its schedule time, train No. 10 shall await its arrival.

BETWEEN NEW SMYRNA AND ORANGE CITY JUNCTION.

That train No. 1 shall leave New Smyrna at 10:30 A. M., and arrive at Orange City Junction at 11:30 A. M.; that train No. 2 shall leave Orange City Junction at 12:40 P. M. and arrive at New Smyrna at 1:40 P. M.; that train No. 3 shall leave New Smyrna at 3:30 P. M. and arrive at Orange City Junction at 5:30 P. M., and that train No. 4 shall leave Orange City Junction at 6:20 P. M., but if train No. 85 on the Atlantic Coast Line Railroad is late and will arrive within thirty minutes of its schedule time, train No. 4 shall await its arrival.

MAIN LINE.

That train No. 29 shall arrive at New Smyrna at 2:20 P. M. and train No. 78 shall arrive at New Smyrna at 2:10 P. M.

AND IT IS FURTHER ORDERED that Order No. 90 aforesaid be rescinded, and that this order shall take effect immediately.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 1st day of August, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 179.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATION OF RULE NO. 6 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, FOR FAILURE TO POST NOTICE OF DELAYED PASSENGER TRAIN AT YBOR CITY, FLORIDA.

This matter came on to be heard by the Railroad Commissioners of the State of Florida on the 30th day of July, 1907, after due notice to the Atlantic Coast Line Railroad Company of charges that they, the Atlantic Coast Line Railroad Company, had been guilty of violation and disregard of the provisions of Chapter 5, Title 4, Division 4 of the General Statutes of Florida and Rule No. 6 of the "Rules Governing the Transportation of Passengers" prescribed by the Railroad Commissioners of the State of Florida, in that they failed on the 9th day of June, 1907, to post notice of delayed passenger train No. 28, said train being on that day more than thirty minutes late at Ybor City, Florida, and the said Atlantic Coast Line Railroad Company having appeared and been heard, and the Commissioners having heard the testimony and being satisfied therefrom that the said Atlantic Coast Line Railroad Company is guilty of the violation charged, and has thereby incurred a penalty for said violation,

IT IS HEREBY ORDERED AND ADJUDGED that a fine of One Hundred and Fifty Dollars ($150.00) be and the same is hereby fixed and imposed on the Atlantic Coast Line Railroad Company for violation of Rule No. 6 and the Statutes aforesaid at Ybor City, Florida, on the 9th day of June, A. D. 1907, and you, the Atlantic Coast Line Railroad Company, are hereby required to promptly pay the sum of One Hundred and Fifty Dollars ($150.00) into the State Treasury of the State of Florida in accordance with law.

Done and ordered by the Railroad Commissioners of the

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State of Florida, in session at their office in the City of Tallahassee, Florida, this 29th day of March, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 180.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF CLASSIFICATION NO. 2 RELATIVE TO BUILDING STONE.

This matter coming on to be heard by the Railroad Commissioners on July 30th, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the Atlantic Coast Line being represented by F. W. Kirtland, and other railroad companies and common carriers having been given an opportunity to be heard, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that Classification No. 2 of the Railroad Commission of the State of Florida be amended as follows:

By striking out the following on page 58:

"STONE, VIZ:

Artificial, Architectural; see Terra Cotta.

And by inserting in lieu thereof the following:

"STONE, VIZ:

Building Stone and cement building blocks, including Tile (but not other interior finish nor ornamental work), cut or sawed into shape rough, dressed or carved, but not polished; protected (otherwise at owner's risk), valuation limited to 20 cents per cubic foot C. L., 30,000 lbs.....P
Same, L. C. L..... ½ of 6

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Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 6th day of August, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 181.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF W. J. SINGLETARY AND OTHERS FOR BETTER SIDE-TRACK FACILITIES AT GRAND RIDGE, JACKSON COUNTY, FLORIDA, ON THE RAILROAD OF THE LOUISVILLE & NASHVILLE RAILROAD COMPANY.

WHEREAS, Application has been made by W. J. Singletary and others to the Railroad Commissioners of the State of Florida for an order directing the Louisville & Nashville Railroad Company to furnish better side track facilities at Grand Ridge, a station on the line of its railroad in Jackson County, Florida.

AND WHEREAS, Ten days' notice of said application and of the time and place of hearing thereof, to wit, July 30, A. D. 1907, at the office of the said Railroad Commissioners in Tallahassee, was given to the said Louisville & Nashville Railroad Company, and upon said day and at said place the parties appeared, that is to say, Mr. W. J. Singletary and John T. Porter, Esq., on behalf of the applicants, and Mr. E. O. Saltmarsh, Superintendent, and Mr. J. W. Lurton, Division Freight Agent, on behalf of the Louisville & Nashville Railroad Company, and were fully heard, and the said Railroad Commissioners being advised in the premises, have determined and found that better sidetrack facilities are necessary and ought to be furnished by the said railroad company for the convenient and prompt handling, transportation and delivery of freight at the said station,

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NOW THEREFORE, The Railroad Commissioners of the State of Florida do order that the said Louisville & Nashville Railroad Company do keep and maintain the present permanent side track and do properly reconstruct and maintain in permanent form the present temporary extension thereof and do further extend the same in permanent form eastwardly to a point on the north side of its main line of track opposite or nearly opposite its present wood rack and there connect it with the main track aforesaid at Grand Ridge, Jackson County, Florida.

It is further ordered that the said work shall be completed on or before the 8th day of September, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 8th day of August, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 182.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY JOE KING, JR., CO. AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATION OF RULE NO. 11 OF THE DEMURRAGE RULES.

This matter coming on to be heard by the Railroad Commissioners on May 15th, 1907, and the Atlantic Coast Line Railroad Company, being represented by W. P. Smith, Esq., and Morton Riddle, General Superintendent, and the charges by Joe King, Jr., and the Commissioners having heard the representatives of the railroad company and of the complainant, and it being ascertained that an error was made in the making of the claim,

IT IS HEREBY ORDERED AND ADJUDGED that this case be and the same is hereby dismissed.

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Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 13th day of August, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 183.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY BY THE HILLSBOROUGH GROCERY COMPANY FOR VIOLATION OF RULE NO. 11 OF THE DEMURRAGE RULES.

This matter coming on to be heard on the 28th day of March, and the railroad company being represented by Mr. Morton Riddle, General Superintendent, and the charges by I. J. Cooper, and the Commissioners having heard the representatives of both the railroad company and the complainant, and the Commissioners being of the opinion that the charges had not been sustained,

IT IS HEREBY ORDERED AND ADJUDGED that this case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 13th day of August, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 184.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE CONDITION OF THE OCKLOCKNEE TRESTLE NEAR McINTYRE ON THE LINE OF THE GEORGIA, FLORIDA & ALABAMA RAILWAY COMPANY.

WHEREAS, Due notice having been given to the Georgia, Florida & Alabama Railway Company that the Inspecting Engineer of the said Railroad Commissioners had reported to them that the said trestle was in bad condition and in need of immediate repair, and that they, the said Commissioners, would meet on Monday, August 12th, 1907, at 4 o'clock p. m., in their office, to consider and take action on the condition of said trestle, and the said railway company having appeared at said time and place by Mr. J. O. Hatch, Vice-President, and Mr. J. C. O'Dell, General Manager, and been heard in the premises, and said representatives having shown to the Commissioners that they had assembled and are still assembling necessary timbers for the reconstruction of said trestle, and having requested the Commissioners to go with them to view the trestle and the materials that had been assembled.

AND WHEREAS, On the 13th of August, 1907, in compliance with the request of the representatives of said railway company the Commissioners visited McIntyre in company with the Vice-President, General Manager and Executive Board of said railway company and found that all of the bridge timbers necessary for the reconstruction of said trestle had been assembled at McIntyre for some time, and that piles are being assembled as fast as they can be delivered by contractors and that enough piles are already on the ground to begin work, and that work is begun on said trestle, making preparation for the driving of piles, and that a pile-driver arrived at said trestle on the evening of the 13th inst., and the work of driving piles was to begin on the 14th inst.,

AND WHEREAS, The Commissioners having seen the material assembled for this work, pile-driver there, and being assured by the officers and Executive Board of said

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railway company that they intend to push this work through to completion as rapidly as possible for them to do so, and that the General Manager has issued an order for trains not to exceed ten miles per hour in crossing said trestle,

AND WHEREAS, The Commissioners, together with the aforenamed representatives of the said railway company, walked out on said trestle, taking positions on the end of the bents, and watched the running of the passenger train across the trestle, believe fully from what they saw that while it is a fact that the bridge needs repairing, yet it is not in such condition as to render the passage of trains across it at a low speed dangerous, and are so advised by their Inspecting Engineer,

Therefore, we consider that there is no occasion for public alarm over the movement of trains across this trestle. One bent at a time will be placed in position between trains, rendering that part of the work absolutely safe for the movement of trains during the progress of rebuilding,

IT IS THEREFORE ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that the Georgia, Florida & Alabama Railway Company shall proceed with due diligence with the reconstruction of the said trestle over the Ocklocknee River, just north of your station at McIntyre, Florida, on the line of said railway, and to have same completed within sixty days from the date of this order.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 15th day of August, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 185.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE CLASSIFICATION OF WOVEN WIRE FENCING.

This matter coming on this day to be heard, after due notice to all the railroads and common carriers doing business wholly or in part within the State of Florida, and the said railroads and common carriers having been given an opportunity to be present and to be heard, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that Classification No. 2 of the Railroad Commission, State of Florida, be and the same is hereby amended by the addition of the following:

Fencing, Woven Wire over 16 gauge, L. C. L... 5
Same, C. L., 30,000 lbs., minimum.....2-3 of 6

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 20th day of August, 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 186.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE BRADFORD LUMBER COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT," PRESCRIBED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA UNDER THE GENERAL STATUTES OF FLORIDA, 4TH DIVISION, TITLE 4, CHAPTER 5.

WHEREAS, Charges were made before the Railroad

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Commissioners of Florida by the Bradford Lumber Company, a corporation, that the Seaboard Air Line Railway, a railroad corporation, by its officers, agents and employees, did on the 19th day of August, 1907, and on divers days preceding said date, decline and refuse to act as a common carrier to transport lumber from a siding at the 64-Mile Post on the line of said railway in Bradford County, Florida, offered to the said railroad corporation by the said Bradford Lumber Company for transportation; whereby and by such declination and refusal by said railroad corporation to act as a common carrier the railroad corporation violated and disregarded 4th Division, Title 4, Chapter 5 of the General Statutes of the State of Florida and Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule." And—

WHEREAS, Ten days' notice of said charges of such violation and disregard of said law and said rule by said railroad corporation was given to the said Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and after the expiration of said ten days' notice the said Seaboard Air Line Railway were heard by the said Railroad Commissioners upon the said charges, and after having heard the said Seaboard Air Line Railway upon said charges, the said Railroad Commissioners determined and found that the said Seaboard Air Line Railway, a railroad corporation, did on the 19th day of August, 1907, violate and disregard said Rule No. 3 as prescribed by the Railroad Commissioners, by then and there declining and refusing to act as a common carrier to transport lumber from a siding at the 64-Mile Post, a point on the line of said railroad in Bradford County, Florida, which said lumber was duly offered by the said Bradford Lumber Company to the Seaboard Air Line Railway for transportation,

THEREFORE, The Railroad Commissioners of the State of Florida do hereby find and adjudge that the

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Seaboard Air Line Railway has been guilty of a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight," as prescribed by the Railroad Commissioners of the State of Florida, and by such violation has incurred a penalty which is hereby fixed and imposed at the sum of Three Thousand Dollars ($3,000.00), and the Railroad Commissioners order and adjudge that you, the Seaboard Air Line Railway, a railroad corporation, for your said offense, do pay promptly the sum of Three Thousand Dollars ($3,000.00) to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 3rd day of September, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 187.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FINE IMPOSED ON THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 26 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

The Seaboard Air Line Railway having handed to the Railroad Commission a voucher in favor of the Treasurer of the State of Florida for One Hundred and Fifty Dollars ($150.00), the fine of Two Hundred Dollars ($200.00) heretofore imposed by the Railroad Commission in Order No. 174, July 3, 1907, upon said Seaboard Air Line Railway for failing to keep freight depot open for receiving freight at Jacksonville, Florida, on May 25, 1907, is hereby reduced and an entry of satisfaction of such fine is hereby directed to be made upon the Minute Book of the Railroad Commission.

Done and ordered by the Railroad Commissioners of the

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State of Florida, in session at their office in the City of Tallahassee, Florida, this 26th day of September, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 188.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PETITION FOR IMPROVED DEPOT FACILITIES AT QUINCY, FLORIDA.

This matter coming on to be heard on the 18th day of September, 1907, after due notice to the Seaboard Air Line Railway, and the said railway being represented by W. A. Witt, Superintendent, and G. P. Raney, Esq., Division Counsel, and the petitioners by W. Y. Watson, Esq., and the Commissioners having heard the representatives of the said railway and of the petitioners, and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that you, the Seaboard Air Line Railway, construct a passenger depot with waiting rooms and suitable toilet accommodations for white and colored passengers, at Quincy, Florida, the same to be completed on or before the first day of December, A. D. 1907.

It is further ordered that plans and specifications for the said passenger depot be submitted to the Railroad Commissioners of the State of Florida for their approval on or before the 10th day of October, A. D. 1907.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 20th day of September, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 189.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE VARN TURPENTINE & LUMBER COMPANY AGAINST WEST, COFFEE & COMPANY FOR VIOLATING RULE NO. 3 OF THE RULES PRESCRIBED FOR THE TRANSPORTATION OF FREIGHT BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, BY DECLINING TO ACT AS A COMMON CARRIER.

This case came on for hearing on September 18, 1907, after due and legal notice, at which time the parties appeared, that is to say, by R. E. Colcord, Esq., and F. B. Coogler, Esq., for the complainant, and Mr. G. W. Varn, a member of the complainant company, and Hon. W. S. West, one of the firm respondent, for the respondents, and were duly heard for and against the charges preferred, and at said hearing time was given the parties to file briefs on the law of the case, which were filed, by Hon. W. S. Jennings and F. B. Coogler, Esq., for the complainant, and Messrs. Cooper & Cooper for the respondents, and the said Railroad Commissioners being fully advised in the premises, do find and determine that the respondents under the admitted facts in the case have not by their conduct subjected their tram or logging railroad to a public use so as to make it a common carrier of goods for hire, and consequently that the said Railroad Commissioners are without jurisdiction in the premises.

It is therefore ordered that the charges be dismissed.

Done and ordered by the Railroad Commissioners aforesaid, in session at their office in Tallahassee, Florida, this 1st day of October, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 190.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE WOODVILLE RAILROAD COMPANY.

The Woodville Railroad Company having made application to the Railroad Commission for an order prescribing a schedule of Freight and Passenger rates for the use of said Railroad Company, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of Freight and Passenger rates be allowed and prescribed for the Woodville Railroad Company, and the same shall be put into operation by the said railroad company and be effective at once on said railroad:

SEE APPENDIX.

PASSENGER RATES:

Straight fare 4 cents per mile.

Round trip ticket, good for five days, exclusive of day of sale, 3 cents per mile.

IT IS FURTHER ORDERED, That the Classification, Rules and Regulations, Rates on Cotton, Rates on Fruits and Vegetables and Rates on Sugarcane prescribed by the Railroad Commissioners of the State of Florida shall be effective at once on said railroad.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 2nd day of October, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 191.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE LIVE OAK, PERRY & GULF RAILROAD COMPANY.

This matter coming on to be heard on the 11th day of November, A. D. 1907, after due notice to the Live Oak, Perry & Gulf Railroad Company, and R. P. Hopkins, Traffic Manager, having represented said railroad company and been heard in behalf of said company by the Railroad Commissioners and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight rates be allowed and prescribed for the use of the Live Oak, Perry & Gulf Railroad from and after November 30, 1907:

SEE APPENDIX.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 16th day of November, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 192.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE FLORIDA RAILWAY.

This matter coming on to be heard on the 11th day of November, A. D. 1907, after due notice to the Florida Railway, and no one having appeared to represent said railway and the Commissioners being fully advised in the premises,

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IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight rates be allowed and prescribed for the use of the Florida Railway from and after November 30, A. D. 1907:

SEE APPENDIX.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 16th day of November, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 193.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PETITION RELATIVE TO THE CONSTRUCTION OF A PASSENGER DEPOT AT MADISON, FLORIDA.

This matter coming on to be heard, after due notice to the Seaboard Air Line Railway, on November 11th, 1907, and the Seaboard Air Line Railway having been represented by W. A. Witt, Superintendent, and G. P. Raney, Esq., and the petitioners by Messrs. C. B. Smith and E. P. Mickle, and the Commissioners having heard the representatives of the said railway and the petitioners, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the Seaboard Air Line Railway construct at Madison, Florida, a passenger depot of the same plan and size as that approved by the Railroad Commissioners on October 21st, 1907, for a passenger depot at Quincy, Florida, the same to be completed on or before the 20th day of March, A. D. 1908.

Done and ordered by the Railroad Commissioners of the

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State of Florida, in session at their office in the City of Tallahassee, Florida, this 16th day of November, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 194.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR FAILURE TO PAY DEMURRAGE CLAIMS OF THE W. B. JOHNSON COMPANY AND OF THE WEST, FLYNN, HARRIS COMPANY.

This matter coming on to be heard on November 11th, 1907, after due notice to the Seaboard Air Line Railway, and the said railway being represented by W. J. Jenks, Superintendent, and G. P. Raney, Esq., and the claimants having requested the Railroad Commissioners to dismiss the said charges,

IT IS HEREBY ORDERED AND ADJUDGED that these cases be and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 16th day of November, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 195.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR REFUSAL TO PAY DEMURRAGE CLAIM OF THE EDDING MANUFACTURING COMPANY.

This matter coming on to be heard on November 11th, 1907, after due notice to the Atlantic Coast Line Railroad Company, and the said railroad company being represented by Mr. Morton Riddle, General Surperintendent, and witnesses for the claimant having failed to appear to substantiate the charges,

IT IS HEREBY ORDERED AND ADJUDGED that this case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 16th day of November, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER 195½.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY D. E. ROBERTS AGAINST THE GEORGIA SOUTHERN & FLORIDA RAILWAY COMPANY FOR VIOLATION OF RULE NO 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter coming on this day to be heard after due notice to the Georgia Southern & Florida Railway Company, and the complainant having requested that the charges be withdrawn,

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IT IS ORDERED AND ADJUDGED that this case be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 16th day of November, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 196.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE W. B. JOHNSON COMPANY AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by The W. B. Johnson Company against the Atlantic Coast Line Railway Company, a railroad corporation doing business in this State, for sundry violations of Rule No. 11 of the Demurrage Rules prescribed by the said Railroad Commissioners, which is as follows:

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m. the day after arrival of the same, the shipper or consignee shall be paid one dollar ($1.00) per day for each day said delivery is so delayed."

That is to say:

1st. That on January 21, 1907, The W. B. Johnson Company ordered the said Atlantic Coast Line Railroad Company to place for unloading I. C. car No. 25151 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonville, Florida, prior

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to that date, but was not placed for unloadig until February 11, 1907; and upon request of the W. B. Johnson Company, the Railroad Commissioners aforesaid made claim upon the said railroad company on February 28, 1907, for Fourteen ($14.00) Dollars demurrage on account of delay in placing said car after free time had expired, which said claim the said railroad company declined to pay.

2nd. That on November 7, 1906, The W. B. Johnson Company ordered the said Atlantic Coast Line Railroad Company to place for unloading Penn. car No. 533905 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonville, Florida prior to that date, but was not placed for unloading until November 28, 1906; and upon request of The W. B. Johnson Company the said Railroad Commissioners made claim upon the said railroad company for Ten ($10.00) Dollars demurrage on account of delay in placing said car after the free time had expired, which said claim the said railroad company declined to pay.

3rd. That on December 8, 1906, The W. B. Johnson Company ordered the Atlantic Coast Line Railroad Company to place for unloading M. & O. car No. 9453 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonville, Florida, prior to that date, but was not placed for unloading until December 31, 1906; upon request of The W. B. Johnson Company the Railroad Commissioners aforesaid made claim upon the said railroad company on January 5, 1907, for Sixteen ($16.00) Dollars demurrage on account of delay in placing said car after free time had expired, which said claim the said railroad company declined to pay.

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Atlantic Coast Line Railroad Company, and thereafter the hearing was had, when the said railroad company appeared by its counsel, Hon. John L. Doggett, and was heard, as well as the complainant, on the said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Rule No. 11 of the Demurrage Rules prescribed

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by them on the first charges hereinbefore cited, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Three Hundred and Twenty-five ($325.00) Dollars, which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida; and as to the second and third charges hereinbefore cited, that the same be and they are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 197.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY BAKER & HOLMES COMPANY AGAINST THE ATLANTIC COST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by Baker & Holmes Company, a railroad corporation doing business in this State, for sundry violations of Rule No. 11 of the Demurrage Rules prescribed by the said Railroad Commissioners, which is as follows:

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), compiled from 10 a. m. the day after the arrival of the same, the shipper or consignee shall be paid one dollar ($1.00) per day for each day said delivery is so delayed."

That is to say:

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1st. That on May 3, 1907, Baker & Holmes Company ordered the said Atlantic Coast Line Railroad Company to place for unloading C. P. car No. 50308 consigned to itself, which car arrived over the line of said railroad company in Jacksonville, Florida, on that date, but was not placed for unloading until May 16, 1907; and said Baker & Holmes Company made claim on the said railroad company on May 17, 1907, for Eight Dollars ($8.00) demurrage on account of delay in placing said car for unloading after free time had expired, which said claim the said railroad company declined to pay.

2nd. That on May 10, 1907, the said Baker & Holmes Company ordered the said railroad company to place for unloading C. F. M. car No. 27388 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonville, Florida, on that date, but was not placed for unloading until May 20, 1907; and said Baker & Holmes Company made claim on the said railroad company on May 22, 1907, for Five Dollars ($5.00) demurrage on account of delay in placing said car after free time had expired, which said claim the said railroad company declined to pay.

3rd. That on May 9, 1907, the said Baker & Holmes Company ordered the said railroad company to place for unloading C. N. & O. car No. 14450 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonvile, Florida, prior to that date, but was not placed for unloading until June 3, 1907, and said Baker & Holmes Company made claim on the said railroad company on June 11, 1907, for Nineteen Dollars ($19.00) demurrage on account of delay in placing said car after free time had expired, which said claim the said railroad company declined to pay.

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Atantic Coast Line Railroad Company, and thereafter the hearing was had, when the said railroad company appeared by its counsel, Hon. John L. Doggett, and was heard, as well as the complainant, on the said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Atlantic Coast Line Railroad Company has been guilty of

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a violation of Rule No. 11 of the Demurrage Rules prescribed by them on each and every of the said charges preferred against it, and by such violations has incurred penalties which are hereby fixed and imposed as follows:

On the first charge the sum of Two Hundred and Seventy-five Dollars.....($275.00)
On the second charge the sum of Two Hundred Dollars .....($200.00)
On the third charge the sum of Four Hundred Dollars .....($400.00)
which said several sums it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by he Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 198.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY ROSSER & FITCH AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by the firm of Rosser & Fitch against the Seaboard Air Line Railway, a railroad corporation doing business in this State, for a violation of Rule No. 11 of the Demurrage Rules prescribed by the said Railroad Commissioners. In this:

That on December 18, 1906, the said Rosser & Fitch ordered the said railroad company to place for unloading S. A. L. car No. 15964 consigned to themselves, which car had arrived on the line of the said railroad in Jacksonville, Florida, prior to that date, but the said car was not placed for unloading until December 29, 1906; and the said Rosser & Fitch, through the Railroad Commission-

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ers aforesaid, on January 11, 1907, made claim upon the sail railroad company for Seven Dollars ($7.00) demurrage on account of delay in placing said car after free time had expired, which claim the said railroad company refused to pay,

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Seaboard Air Line Railway, and thereafter the hearing was had when the said railroad company appeared by its counsel, Hon. George P. Raney, and was heard, as well as the complainants, on the said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do find and adjudge that the Seaboard Air Line Railway has been, as charged, guilty of a violation of Rule No. 11 of the Demurrage Rules prescribed by them, which Rule is as follows:

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m. the day after arrival of the same, the shipper or consignee shall be paid One Dollar ($1.00) per day for each day said delivery is so delayed."

And by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Two Hundred and Fifty Dollars ($250.00), which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 4th day of December, A.D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 199.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE W. B. JOHNSON COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by The W. B. Johnson Company against the Seaboard Air Line Railway, a railroad corporation doing business in this State, for a violation of Rule No. 11 of the Demurrage Rules prescribed by the said Railroad Commissioners, which said Rule is as follows:

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m. the day after arrival of the same, the shipper or consignee shall be paid One Dollar ($1.00) per day for each day said delivery is so delayed."

In this, that on March 19, 1907, The W. B. Johnson Company ordered the Seaboard Air Line Railway to place for unloading C. G. W. car No. 12406 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonville, Florida, prior to that date, but was not placed for unloading until April 15, 1907; and upon request of The W. B. Johnson Company the said Raiload Commissioners made claim on the said railroad company on March 18, 1907, for Twenty ($20.00) Dollars demurrage on account of delay in placing said car after free time had expired, which said claim the said railroad company refused to pay,

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Seaboard Air Line Railway and thereafter the hearing was had, when the said railroad company appeared by its counsel, Hon. G. P. Raney, and was heard, as well as the complainant, on the said charges.

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and the Railroad Commissioners being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Seaboard Air Line Railway has been guilty, as charged, of a violation of Rule No. 11 of the Demurrage Rules prescribed by them, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Five Hundred ($500.00) Dollars, which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 200.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE C. B. VAN DEMAN CO. AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by The C. B. Van-Deman Company against the Seaboard Air Line Railway, a railroad corporation doing business in this State, for violation of Rule No. 11 of the Demurrage Rules prescribed by the said Railroad Commissioners, which said Rule is as follows:

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m.

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the day after arrival of the same, the shipper or consignee shall be paid One Dollar ($1.00) per day for each day said delivery is so delayed."

In this, that on March 22, 1907, the C. B. VanDeman Company ordered the said railroad company to place for unloading N. Y. & N. H. car No. 13101 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonville, Florida, prior to that date, but was not placed for unloading until April 15, 1907; and upon request of the said C. B. VanDeman Company the said Railroad Commissioners made claim on the said railroad company on April 10, 1907, for Sixteen ($16.00) Dollars demurrage on account of delay in placing said car after free time had expired, which said claim the said railroad company refused to pay,

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Seaboard Air Line Railway and thereafter hearing was had, when the said railroad company appeared by its counsel, Hon. Geo. P. Raney, and was heard, as well as the complainant, on said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Seaboard Air Line Railway has been, as charged, guilty of violation of Rule No. 11 of the Demurrage Rules prescribed by them, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Three Hundred and Fifty ($350.00) Dollars, which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Talla- A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 201.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY E. J. BLUME & CO. AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 19 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by E. J. Blume & Co. against the Seaboard Air Line Railway, a railroad corporation doing business in this State, for a violation of Rule No. 19 of the Demurrage Rules prescribed by the said Railroad Commissioners, which said rule is as follows:

"Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from seven o'clock p. m. the day of issuing the bill of lading and in one day's additional time for each additional fifty miles or fraction thereof; *Provided,* That in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed, the railroad company shall forfeit and pay to the consignor or consignee the sum of $2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package, provided, the shipper makes demand therefor in writing within thirty days thereafter; *Provided further,* That in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent, shall be added to the same allowed herein.

PROVIDED FURTHER, that the initial carrier shall be held responsible to the consignor or consignee for

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delay in accordance with this rule, and whenever in the transportation of any freight which may pass over two or more lines any delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule."

In this, that on January 11, 1907, Stringfellow & Doty Co., at Jacksonville, Florida, shipped to the said E. J. Blume & Co., at Live Oak, Florida, one hundred (100) sacks of corn in L. & V. car No. 74145, which said car did not reach Live Oak, Florida, until March 7, 1907, and the said E. J. Blume & Co. made claim on the said railroad company for One Hundred and Two ($102.00) Dollars demurrage on account of the time said car was delayed in transit after the free time had expired, which said claim the said railroad company declined to pay,

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Seaboard Air Line Railway and thereafter the hearing was had, when the said railroad company appeared by its counsel, Hon. Geo. P. Raney, and was heard, as well as the complainants. on the said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Seaboard Air Line Railway has been, as charged, guilty of a violation of Rule No. 19 of the Demurrage Rules prescribed by them, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Eighteen Hundred ($1,800.00) Dollars, which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 202.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY W. R. THOMAS AGAINST THE ATLANTIC COAST LINE RAILROAD COMPANY FOR VIOLATING RULE NO. 19 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by W. R. Thomas against the Atlantic Coast Line Railroad Company, a railroad corporation doing business in this State, for violating Rule No. 19 of the Demurrage Rules prescribed by the said Railroad Commissioners, which is as follows:

"Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from seven o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; *Provided*, That in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of $2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less tthan carload, with minimum charge of twenty-five cents for any package, provided, the shipper makes demand therefor in writing within thirty days thereafter; *Provided further*, That in no case shall the penalty on any shipment exceed the value of goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

PROVIDED FURTHER, That the initial carrier shall be held responsible to the consignor or consignee for delay in accordance with this rule, and whenever in the transportation of any freight which may pass over two or more lines any delay is occasioned after it has been

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promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule."

In this, that on January 5, 1907, Stringfellow & Doty Co., at Jacksonville, Florida, shipped over the line of the Atlantic Coast Line Railroad Company to said W. R. Thomas at Gainesville, Florida, one carload of oats in A. G. S. car No. 8171, which said car did not reach Gainesville until February 2nd, 1907, and upon request of the said W. R. Thomas the Railroad Commissioners aforesaid made claim upon the said railroad company on February 20th, 1907, for Forty-Two ($42.00) Dollars demurrage on account of the time said car was delayed in transit after free time had expired, which said claim the said railroad company has not paid,

AND WHEREAS, Ten days' notice of the said charge and of the time and place of hearing the same was duly given to the said Atlantic Coast Line Railroad Company, and thereafter the hearing was had, when the said railroad company appeared by its counsel, Hon. John L. Doggett, and was heard, as well as the complainant, on the said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Atlantic Coast Line Railroad Company has been, as charged, guilty of a violation of Rule No. 19 of the Demurrage Rules prescribed by them, and by said violation has incurred a penalty which is hereby fixed and imposed in the sum of One Thousand Dollars ($1,000.00), which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 203.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY C. W. ZARING CO. AGAINST THE SOUTHERN RAILWAY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by C. W. Zaring Company against the Southern Railway, a railroad corporation, doing business in the State of Florida, for a violation of Rule No. 11 of the Demurrage Rules prescribed by the said Commissioners, which said rule is as follows:

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m. the day after arrival of the same, the shipper or consignee shall be paid One Dollar ($1.00) per day for each day said delivery is so delayed."

In this, that on February 13, 1907, C. W. Zaring Company, a corporation, ordered the said Southern Railway to place for unloading C., H. & D. car No. 7826 consigned to themselves, which said car arrived over the line of the said railroad company in Jacksonville, Florida, prior to that date, but was not placed for unloading until February 22, 1907; and said C. W. Zaring Company made claim upon the said railroad company on March 7, 1907, for Six ($6.00) Dollars on account of delay in placing said car after free time had expired, which said claim the said railroad company declined to pay,

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Southern Railway, and thereafter the hearing was had when the said railroad company appeared by its counsel, E. J. L'Engle, and was heard, as well as the complainants, on the said charges, and the said Railroad Commissioners aforesaid being fully advised in the premises,

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NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the said Southern Railway has been guilty of a violation of Rule 11 of the Demurrage Rules prescribed by them, as charged, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Five Hundred Dollars ($500.00), which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 204.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY OLLIFF & COOK AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATION OF RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

WHEREAS, Charges are made before the Railroad Commissioners of the State of Florida by the firm of Olliff & Cook against the Seaboard Air Line Railway, a railroad corporation, doing business in the State of Florida, for a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight," prescribed by the said Railroad Commissioners, which said Rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article, proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule."

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In this, that on August 22, 1907, and on divers days prior thereto after July 24th, 1907, the said railroad company declined and refused to act as a common carrier to transport certain lumber from the 72-Mile Post siding on the Western Division of the line of the said railroad company in Florida, which said lumber was offered to the railroad company for transportation and accepted by it at the said siding on July 24, 1907.

WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Seaboard Air Line Railway and thereafter the hearing was had, when the said railroad company appeared by its counsel, Hon. George P. Raney, and was heard, as well as the complainants, on the said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Seaboard Air Line Railway has been, as charged, guilty of a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight" prescribed by them, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of One Hundred Dollars ($100.00), which said sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 205.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY GEORGE R. SMITH AGAINST THE SOUTHERN EXPRESS COMPANY FOR VIOLATING RULE NO. 3 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

WHEREAS, Charges are made before the Railroad Commissioners of the State of Florida by George R. Smith against the Southern Express Company, a corporation doing an express business in this State, for a violation of Rule No. 3 of the "Rules Governing the Transportation of Freight," prescribed by the said Railroad Commissioners, which rule is as follows:

"No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule."

In this, that on August 8, 1907, the said Southern Express Company declined and refused to act as a common carrier to transport three barrels of pears from Fruitland Park, Florida, which pears were offered for transportation by the said George R. Smith, at Fruitland Park aforenamed.

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing of the same was duly given to the said Southern Express Company, and thereafter the hearing was had, when the said Express Company appeared by its counsel, W. P. Smith, Esq., and was heard, as well as the complainant, on the said charge, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Southern Express Company has been guilty, as charged, of a violation of Rule No. 3 of the "Rules Governing the Trans-

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portation of Freight" prescribed by them, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of One Hundred and Fifty ($150.00) Dollars, which it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 206.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY THE W. B. JOHNSON COMPANY AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATING RULE NO. 11 OF THE DEMURRAGE RULES.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida by The W. B. Johnson Company against the Seaboard Air Line Railway, a railroad corporation doing business in this State, for several violations of Rule No. 11 of the Demurrage Rules prescribed by said Railroad Commissioners, which is as follows:

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m. the day after arrival of the same, the shipper or consignee shall be paid One Dollar ($1.00) per day for each day said delivery is so delayed."

That is to say:

1st. That on February 1st, 1907, The W. B. Johnson Company ordered the said railroad company to place for unloading S. P. car No. 18992 consigned to itself, which

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said car arrived over the line of the said railroad company in Jacksonville, Florida, prior to that date, but was not placed for unloading until February 20, 1907; and upon request of The W. B. Johnson Company the said Railroad Commissioners made claim on the said railroad company on February 27th, for Thirteen ($13.00) Dollars demurrage on account of delay in placing said car after free time had expired, which claim the said railroad company refused to pay.

2nd. That on January 14, 1907, The W. B. Johnson Company ordered the said railroad company to place for unloading L. & N. car No. 56982 consigned to itself, which said car arrived over the line of the said railroad company in Jacksonville, Florida, prior to that date, but was not placed for unloading until January 30, 1907, and upon the request of The W. B. Johnson Company the said Railroad Commissioners made claim on the said railroad company on February 27, 1907, for Nine ($9.00) Dollars demurrage on account of delay in placing the said car after free time had expired, which claim the said railroad company refused to pay.

AND WHEREAS, Ten days' notice of the said charges and of the time and place of hearing the same was duly given to the said Seaboard Air Line Railway, and thereafter the hearing was had, when the said railroad company appeared by its counsel, George P. Raney, and was heard, as well as the complainants, on the said charges, and the Railroad Commissioners aforesaid being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Seaboard Air Line Railway has been, as charged, guilty of a violation of Rule No. 11 of the Demurrage Rules prescribed by them on each of the two said charges, and by such violations has incurred penalties which are hereby fixed and imposed as follows:

On the first charge the sum of Three Hundred and Twenty-five Dollars.....($325.00)
On the second charge the sum of Three Hundred Dollars .....($300.00)

which said several sums it is hereby ordered to pay promptly to the State of Florida.

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Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 4th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 207.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY. J. GORDON PEARCE AGAINST THE LIVE OAK, PERRY & GULF RAILROAD COMPANY FOR A VIOLATION OF RULE NO.17 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This case came on to be heard before the Railroad Commissioners at Tallahassee, on Wednesday, December 11, 1907, when the complainant appeared in person and the railroad company by Ira J. Carter, Esq., its counsel, and by R. P. Hopkins, its Traffic Manager, and evidence was adduced before the Commissioners both for and against the said charges.

After considering the evidence, the Railroad Commissioners do not think it has been clearly shown to have been the duty of the Railroad Company, defendant, to cut out the car from their train at Live Oak on the mere notification of the Traffic Manager of the Florida Railway without the production of a Bill of Lading or other evidence showing that the car had been routed over the line of the Florida Railway; nor are they prepared to decide that, under the circumstances as they then appeared to the agent of the defendant company at Live Oak, that it was the duty of the agent to make further inquiry of the Seaboard Air Line Railway as to the routing of the car when the Seaboard agent at Live Oak had delivered it to him as unrouted. If the agent had known of the circumstances and facts relating to the car which were developed at the hearing of this case it would have no doubt been his duty to have made some further inquiry as to the routing of the car. Under the terms of the charge which

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the railroad company was required to answer, the decision of this case must rest upon the evidence of what happened at Live Oak before the train of the Live Oak, Perry & Gulf Railroad containing this car pulled out from the station, and therefore an Order will be entered dismissing the charges, but the Commissioners are of the opinion that the said railroad company showed a total disregard of the provisions of Rule No. 17 in retaining this car on its line at Mayo for two weeks after distinct evidence had been produced to them that the car had been routed over the Florida Railway, and in refusing to return it to Live Oak for delivery to that railway, and even upon such delivery making transportation charges over its line for the same, and that these facts, which were admitted at the hearing, would have warranted the Commissioners in imposing a substantial fine if they had been embraced within the terms of the charge which the defendant company was required to answer. The Commissioners are of the opinion that as a matter of law, Rule No. 17 applies not only to the initial carrier receiving freight under directions to routing it over a particular railway, but also to any connecting carrier not named in the routinng who received the same after due notice has been served upon it that the car is not routed over its line.

IT IS THEREFORE ORDERED AND ADJUDGED that the charges in this case be and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 13th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.

Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 208.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES PREFERRED BY J. GORDON PEARCE AGAINST THE SEABOARD AIR LINE RAILWAY FOR SUNDRY VIOLATIONS OF RULE NO. 17 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

WHEREAS, Charges were preferred by J. Gordon Pearce against the Seaboard Air Line Railway, a railroad corporation doing business in the State of Florida, that the said railroad company did by its officers, agents and employees violate and disregard the provisions of Rule No. 17 of the "Rules Governing the Transportation of Freight" provided and prescribed by the said Railroad Commissioners, which said Rule is as follows:

"The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State." In this,

1st. That on, to wit. October 18, 1907, the Hutchinson Shoe Company delivered to the said railroad company as the initial carrier at Jacksonville, Florida, certain merchandise, to wit, thirty (30) cases of shoes consigned to the said Gordon Pearce at Alton, Florida, with directions that the same should be transported by it to Live Oak, Florida, and there by it delivered to the Florida Railway Company for transportation to destination at Alton, a station on the line of the said Florida Railway Company, but that disregarding the said instructions as to routing the said Seaboard Air Line Railway transported said merchandise to Live Oak aforesaid and there delivered it to the Live Oak, Perry & Gulf Railroad for transportation to Alton, which is a station on the line of the said Live Oak, Perry & Gulf Railroad, also.

2nd. Also, that on, to wit, October 19. 1907, the Covington Company delivered to the said railroad company as the initial carrier at Jacksonville, Florida, certain merchandise, to wit, two cases (2) of clothing and two (2) cases of notions consigned to the said J. Gordon Pearce at Alton, Florida, with directions that the same should

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be transported by it to Live Oak, Florida, and there by it delivered to the Florida Railway Company, a station on the line of the said Florida Railway Company, but that disregarding the said instructions as to routing, the Seaboard Air Line Railway transported said merchandise to Live Oak aforesaid, and there delivered it to the Live Oak, Perry & Gulf Railroad for transportation to Alton, which is a station on the line of the Live Oak, Perry & Gulf Railroad also.

3rd. Also that on, to wit, October 23, 1907, the said J. Gordon Pearce delivered to the said railroad company as the initial carrier at Tallahassee, Florida, a certain carload of household goods to tbe transported to Alton, Florida, with directions that the same should be transported by it to Live Oak, Florida, and there by it to be delivered to the Florida Railway Company for transportation to its destination at Alton, a station on the line of the said Florida Railway Company, but that, disregarding the said instructions as to routing, the Seaboard Air Line Railway transported the said carload of household goods to Live Oak aforesaid and there delivered it to the Live Oak, Perry & Gulf Railroad for transportation to Alton, which is a station on the line of the said Live Oak, Perry & Gulf Railroad also.

AND WHEREAS, Ten days' notice of said charges of such violation and disregard of said Rule was given to the said Seaboard Air Line Railway by the Railroad Commissioners aforesaid, and after the expiration of the said ten days at the time and place fixed in the said notice for the hearing of the same, the parties appeared, that is to say, the complainant in person and the Seaboard Air Line Railway by Hon. George P. Raney, its counsel, and by E. D. Kyle, its Assistant General Freight Agent, and were heard by the said Railroad Commissioners upon the said charges, and the Railroad Commissioners being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Seaboard Air Line Railway has been guilty of a violation of Rule No. 17 of the "Rules Governing the Transportation of Freight" prescribed by them on each and every of the said charges preferred against it; and by such violation has incurred penalties which are hereby fixed and imposed as follows:

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On the first charge the sum of Three Hundred and Seventy-five Dollars.....($375.00)
On the second charge the sum of Three Hundred and Sevnty-five Dollars.....($375.00)
On the third charge the sum of Seven Hundred and Fifty Dollars.....($750.00)

which said several sums the said railroad company is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 13th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 209.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PETITION RELATIVE TO DEPOT FACILITIES AND AGENCY AT DUKES, FLORIDA.

This matter coming on to be heard on the 11th day of November, A. D. 1907, after due notice to the Atlantic Coast Line Railroad Company, and the said railroad company being represented by Mr. Morton Riddle, General Superintendent, and the Commissioners having heard the representatives of the said railroad company, and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the Atlantic Coast Line Railroad Company construct a depot at Dukes, Florida, of sufficient dimensions to meet the requirements of the public at that point, to be completed on or before September 1st, 1908.

IT IS FURTHER ORDERED That the said Atlantic Coast Line Railroad Company establish an agency at Dukes on or before the first day of October, A. D. 1908.

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Done and ordered by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, this 19th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 210.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PETITION OF CITIZENS OF PLANT CITY FOR BETTER PASSENGER DEPOT FACILITIES.

This matter coming on to be heard on the 11th day of November, 1907, after due notice to the Atlantic Coast Line Railroad Company, and the said railroad company being represented by Mr. Morton Riddle, General Superintendent, and the petitioners by Messrs. G. B. Wells and J. L. Younge, and the Commissioners having heard the representatives of the said railroad company and the petitioners, and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that you, the Atlantic Coast Line Railroad Company, construct a passenger depot at Plant City, Florida, with waiting rooms and suitable toilet accommodations for white and colored passengers, said rooms to be not less than twenty feet square, the same to be completed on or before the 1st day of July, A. D. 1908.

It is further ordered that plans for the said passenger depot be submitted to the Railroad Commissioners of the State of Florida for their approval on or before the 1st day of February, A. D. 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 13th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 211.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PETITION OF CITIZENS OF PLANT CITY FOR BETTER PASSENGER DEPOT FACILITIES.

This matter coming on to be heard on the 11th day of November, 1907, after due notice to the Seaboard Air Line Railway, and the said railway company being represented by Mr. W. J. Jenks, Superintendent, and G. P. Raney, Esq., and the petitioners by Messrs. G. B. Wells and J. L. Younge, and the Commissioners having heard the representatives of the said railroad company and the petitioners, and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that you, the Seaboard Air Line Railway, construct a passenger depot at Plant City, Florida, with waiting rooms and suitable toilet accommodations for white and colored passengers, said rooms to be not less than twenty feet square, the same to be completed on or before the 1st day of July, A. D. 1908.

It is further ordered that plans for the said passenger depot be submitted to the Railroad Commissioners of the State of Florida for their approval on or before the 1st day of February, A. D. 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 13th day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 212.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE NO. 15 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter coming on to be heard on December 18th, 1907, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies having been given an opportunity to be heard, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the Rules and Regulations of the Railroad Commissioners of the State of Florida be and the same are hereby amended, as follows:

By substituting the following in lieu of Rule 15 of the "Rules Governing the Transportation of Freight:"

"15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side-track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting, and no railroad company shall decline or refuse to transport, switch or transfer any car as above, or, to receive it from any connecting railroad for such purposes.

"When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

"When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

"PROVIDED, That this rule shall not interfere with any prevailing legal rate for the transportation of freight

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between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge."

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 21st day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 213.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSTRUCTION OF A UNION PASSENGER DEPOT AT LIVE OAK, FLORIDA.

WHEREAS, The Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Live Oak, Perry & Gulf Railroad Company, and the Florida Railway Company, being all the railroad companies whose railroads enter the City of Live Oak, Florida, were each duly notified by an order of the said Railroad Commissioners entered November 16, 1907, and duly served, that there would be a meeting of the said Railroad Commissioners at their office in the City of Tallahassee, on December 10, 1907, at 3 o'clock p. m. to consider the adoption of an order requiring the said railroad companies to construct a Union Passenger Depot at Live Oak aforesaid, at which meeting they should have an opportunity to be heard;

AND WHEREAS, By a further notice dated December 7, 1907, duly served on each of the said railroad companies, the said hearing was, by the Railroad Commissioners postponed until December 18, 1907, at 3 o'clock p. m., at which time the said hearing was had, when the Atlantic Coast Line Railroad Company appeared by Mr. J. N. Brand, General Superintendent of its Third Division, and the Seaboard Air Line Railway appeared by Hon. Geo. P.

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Raney, its counsel, and Mr. W. A. Witt, its Superintendent; and the Live Oak, Perry & Gulf Railroad Company appeared by S. T. Grimshaw, Superintendent, and the Florida Railway Company did not appear, but filed a statement through Mr. Frank Drew, its President and General Manager, and all the said railroad companies had an opportunity to be heard and all of them present were heard on the same subject.

AND WHEREAS, It appeared at the said hearing that the existing passenger depot at Live Oak is owned and used jointly by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway, who have admitted the two other said railroad companies to the privileges, facilities and use of the same by way of lease, and that, as confessed by the said railroad companies interested, and confirmed by the personal knowledge of the said Railroad Commissioners, the existing station is entirely inadequate for the passenger business done therein, and for the proper comfort and convenience of the public using the same;

NOW, THEREFORE, The Railroad Commissioners aforesaid do order and require the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway to erect, operate and maintain a new joint passenger terminal or union depot in the said City of Live Oak, Florida, into which they shall continue to admit the said Live Oak, Perry & Gulf Railroad Company and the Florida Railway Company as heretofore; that the plans for the same shall be submitted to the said Railroad Commissioners on or before February 1, 1908, for inspection and approval; that construction thereof shall begin on or before May 1, 1908, and that the same shall be completed on or before August 1, 1908.

And it is further ordered that the said depot be erected on that part of the depot lot or yard between the existing depot and the east side of Ohio Avenue.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 21st day of December, A. D. 1907.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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ORDER NO. 214.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PETITION FOR A UNION PASSENGER DEPOT AT GAINESVILLE, FLORIDA.

This matter coming on for final hearing on December 11th, 1907, after due notice to the Seaboard Air Line Railway, and the Atlantic Coast Line Railroad Company, and the Jacksonville & Tampa Railway Company, and there being present representing the Seaboard Air Line Railway W. J. Jenkins, Superintendent, and G. P. Raney, Esq., Counsel; representing the Atlantic Coast Line Railroad Company Morton Riddle, General Superintendent, and W. E. Kay, Esq., Counsel; and representing the Jacksonville & Tampa Railway Company F. M. Simonton, Esq., and representing the petitioners J. H. Jarvis, Esq., and the Commissioners having heard the representatives of both the railroads and the petitioners, and being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the petition be and the same is hereby denied.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 4th day of January, 1908.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 215.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RULES 9, 10 AND 11 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS."

This matter coming on to be heard on January 27th, 1908, after due notice to all the Railroads and Common

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Carriers doing business wholly or in part within the State of Florida, and they having been given an opportunity to be heard and the Railroad Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following be, and the same are, hereby adopted as Rules No. 9, 10 and 11 of the "Rules Governing the Transportation of Passengers." That is to say:

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

11. All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in them a sufficient supply of good drinking water for the passengers.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car con-

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ductors in their respective cars to enforce this 5th paragraph of Rule 11, but a failure by them so to enforce it, will be deemed a violation thereof on the part of the company.

It is further ordered that the said Rules shall take effect February 5th, 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 28th day of January, 1908.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 216.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RULES 11, 12 and 13 OF THE "GENERAL RULES."

This matter coming on to be heard on January 27, 1908, after due notice to all the Railroads and Common Carriers doing business wholly or in part within the State of Florida and they having been given an opportunity to be heard and the Railroad Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following be, and the same are, hereby adopted as Rules numbers 11, 12 and 13 of the "General Rules." That is to say:

11. Whenever in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck,

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either of passenger or of freight train, that may occur on its line in this State, giving as nearly as possible, the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees or others.

This rule shall not apply to simple derailments of freight cars or yard engines, when switching or shifting in yards, except when some person is killed or injured, in which case, a report shall be made as in other cases.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business, as the Railroad Commissioners may direct.

It is further ordered that the said Rules shall take effect on February 5th, 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 28th day of January, A. D. 1908.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 218.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PHYSICAL CONDITION OF THAT PART OF THE SEABOARD AIR LINE RAILWAY, KNOWN AS THE WEST SHORE RAILROAD.

Whereas, on the 14th day of February, A. D. 1908, a notice was issued by the Railroad Commissioners of the State of Florida to S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as Receivers of the Seaboard Air

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Line Railway, citing them to appear before the said Railroad Commissioners and show cause why the said Railroad Commissioners should not make an order on them as such Receivers, to make certain repairs and to do and perform certain work on the said West Shore Railroad as recommended by the Inspecting Engineer of the said Railroad Commissioners, which recommendations were as follows:

1. That the rotten ties in the track be replaced with sound ties, and that the track be put in good surface.

2. That the protected piles at the Manatee River trestle be examined, and new piles put in, where necessary, and that on each end of the same trestle, where temporary repairs have been made, the piles cut off and frame bents put in, or pile bents driven, unless this part of the trestle is filled in within a short time.

3. That rotten stringers, guard rails and ties in the trestles, mainly at Little River, Alafia River and trestle South of Durant be replaced.

And Whereas, at the time and place appointed, to-wit: on the 19th day of February, A. D. 1908, at 10 o'clock, a. m. in the City of Tallahassee, the said Receivers appeared by their Counsel, Hon. George P. Raney, before the said Railroad Commissioners and a hearing was had in which the said Receivers were heard and thereupon the said Railroad Commissioners after due consideration, do find that the part of the Seaboard Air Line Railway known as the West Shore Railroad is, as to its track and structures, in bad physical condition so as to render it unsafe for the running of trains over it at an ordinary rate of speed and that the repairs and the work recommended by the Inspecting Engineer ought to be made and performed for the protection of the lives and of the property of the public on said railroad:

IT IS THEREFORE ORDERED that the said S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as Receivers of the Seaboard Air Line Railway, do forthwith begin to put the track and the structures on that part of the Seaboard Air Line Railway known as the West Shore Railroad, in a condition reasonably safe for the passage of trains over it at an ordinary and reasonable rate of speed, by

1. Replacing the rotten ties with sound ties, and putting the track into good surface.

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2. By putting new piles into the Manatee River trestle, whenever found to be necessary, after examination, and, unless each end of the trestle be filled up, by cutting off the piles nd putting in frame bents or driving pile bents at each end of the trestle.

3. By replacing the rotten stringers, guard rails and ties in all the trestles, with sound ones, especially in the trestles at Little River, Alafia River and that south of Durant.

It is further ordered that the repairs and work aforesaid shall be first done where the track and the structures are in the worst condition, and that the entire repairs and work shall be completed ninety (90) days from the date of this order.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 22nd day of February, A. D. 1908.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 219.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE FLORIDA CENTRAL RAILROAD COMPANY.

The Florida Central Railroad Company, having made application to the Railroad Commissioners through its attorney, J. L. Neely, Esq., for an order prescribing a schedule of freight and passenger rates for the use of said railroad company, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight and passenger rates be, and is, allowed and prescribed for the Florida Central Railroad Company, and the same shall be put into opera-

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tion by the said railroad company and be effective March 2nd, 1908, on said railroad:

Passenger rates, 4 cents per mile.

It is further ordered that the Classification, Rules and Reguations, Rates on Cotton, Rates on Fruits and Vegetables, and Rates on Sugarcane prescribed by the Railroad Commissioners of the State of Florida shall be effective March 2nd, 1908, on said railroad.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 25th day of February, A. D. 1908.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

ORDER NO. 220.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF ALLEGED VIOLATION OF SECTION 2907 OF THE GENERAL STATUTES OF THE STATE OF FLORIDA BY THE SEABOARD AIR LINE RAILWAY, IN NOT SUBMITTING A CONTRACT FOR THE USE OF CARS TO THE RAILROAD COMMISSIONERS.

Whereas, Charges were made before the Railroad Commissioners of the State of Florida that the Seaboard Air Line Railway, a railroad corporation, did, by its officers, agents and employees, violate the provisions of Section 2907 of the General Statutes, by entering into a contract and agreement without having submitted the same to the Railroad Commissioners for inspection, correction and approval, with the Atlantic Coast Line Railroad Company, the Florida East Coast Railway Company, and the Georgia, Southern & Florida Railway Company and other railroad companies doing business in this State, that each railroad company should pay for the use of

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freight cars other than its own the sum of fifty cents per day, which should be paid for every calendar day, which said contract and agreement applies to the use of freight cars in transportation between points wholly in this State.

And Whereas, Ten days' notice, by a notice dated January 25, A. D. 1908, of the said charges and of the time and place of hearing the same was duly given to the Seaboard Air Line Railway, and thereafter the hearing was had as appointed, on February 7, A. D. 1908, when there appeared in response to said notice, S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, Receivers of the said Seaboard Air Line Railway appointed on January 3, A. D. 1908, by the Circuit Court of the United States, for the Fifth Judicial Circuit of the Unied States, by their Counsel, Hon. George P. Raney, and by their Superintendent of Terminals, Mr. S. B. Zartman, and defended the charge as such Recervers when it appeared that the said Receivers had affirmed and operated under the said contract and agreement and the Railroad Commissioners being fully advised in the premises.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do find and adjudge that the said S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as Receivers of the Seaboard Air Line Railway, have been guilty of a violation of Section 2907 of the General Statutes, as charged, against the Seaboard Air Line Railway, and by such violation have incurred, as such Receivers, a penalty which is hereby fixed and imposed in the sum of Two Hundred and Fifty Dollars; which said sum they are hereby ordered to pay promptly to the State Treasurer.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 26th day of February, A. D. 1908.

(Signed) R. HUDSON BURR Chairman.
Attest: (Signed) ROYAL C. DUNN, Secretary.

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ORDER NO. 221.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION OF SECTION 2907 OF THE GENERAL STATUTES BY THE ATLANTIC COAST LINE RAILROAD COMPANY IN NOT SUBMITTING A CONTRACT FOR THE USE OF CARS TO THE RAILROAD COMMISSIONERS.

Whereas, charges were made before the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company, a railroad corporation, did, by its officers, agents and employees, violate the provisions of Section 2907 of the General Statutes by entering into a contract and agreement, without having submitted the same to the Railroad Commissioners for inspection, correction and approval, with the Florida East Coast Railway Company, the Seaboard Air Line Railway and the Georgia Southern & Florida Railway Company, and other railroad companies doing business in this State, that each railroad company should pay for the use of freight cars other than its own the sum of fifty cents per day, which should be paid for every calendar day, which said contract and agreement applies to the use of freight cars in transportation between points wholly in this State.

And, Whereas, ten days' notice of the said charge and of the time and place of hearing the same was duly given to the Atlantic Coast Line Railroad Company, and thereafter the hearing was had, as appointed, on February 7, 1908, when the said railroad company appeared by its Counsel, Hon. W. E. Kay, and was heard upon said charge, and the Railroad Commissioners being fully advised in the premises.

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find and adjudge that the Atlantic Coast Line Railroad Company has been guilty of a violation of Section 2907 of the General Statutes, as charged, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Two

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Hundred and Fifty Dollars, which said sum it is hereby ordered to pay promptly to the State Treasurer.

Done and Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 26th day of February, A. D. 1908.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) ROYAL C. DUNN, Secretary.

ORDER NO. 222.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION OF SECTION 2907 OF THE GENERAL STATUTES BY THE FLORIDA EAST COAST RAILWAY COMPANY, IN NOT SUBMITTING A CONTRACT FOR THE USE OF CARS TO THE RAILROAD COMMISSIONERS.

Whereas, charges were made before the Railroad Commissioners of the State of Florida that the Florida East Coast Railway Company, a railroad corporation, did, by its officers, agents and employees, violate the provisions of Section 2907 of the General Statutes by entering into a contract and agreement, without having submitted the same to the Railroad Commissioners for inspection, correction and approval, and the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Georgia Southern & Florida Railway Company and other railroad companies doing business in this State, that each railroad company should pay for the use of freight cars other than its own the sum of fifty cents per day, which should be paid every calendar day, which said contract and agreement applies to the use of freight cars in transportation between points wholly in this State.

And, Whereas, ten days' notice of the said charge and of the time and place of hearing the same was duly given to the Florida East Coast Railway Company, and thereafter

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the hearing was had as appointed on February 7, 1908, when said railroad company appeared by its counsel, Hon. Alex. St. Clair Abrams, and was heard upon the said charge, and the Railroad Commissioners being fully advised in the premises,

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find and adjudge that the Florida East Coast Railway Company has been guilty of a violation of Section 2907 of the General Statutes, as charged, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Two Hundred and Fifty Dollars, which said sum it is hereby ordered to pay promptly to the State Treasurer.

Done and Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 26th day of February, A. D. 1908.

(Signed) R. RUDSON BURR, Chairman.
Attest: (Signed) ROYAL C. DUNN, Secretary.

ORDER NO. 223.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION OF SECTION 2907 OF THE GENERAL STATUTES BY THE GEORGIA SOUTHERN & FLORIDA RAILWAY COMPANY, IN NOT SUBMITTING A CONTRACT FOR THE USE OF CARS TO THE RAILROAD COMMISSIONERS.

WHEREAS, Charges were made before the Railroad Commissioners of the State of Florida that the Georgia Southern & Florida Railway Company, a railroad corporation, did, by its officers, agents and employees, violate the provisions of Section 2907 of the General Statutes by entering into a contract and agreement, without having submitted the same to the Railroad Commissioners for inspection, correction and approval, with the Atlantic

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Coast Line Railroad Company, the Seaboard Air Line Railway and the Florida East Coast Railway Company and other railroad companies doing business in this State, that each railroad company should pay for the use of freight cars other than its own the sum of fifty cents per day, which should be paid for every calendar day, which said contract and agreement applies to the use of freight cars in transportation between points wholly in this State,

AND WHEREAS, Ten days' notice of the said charge and of the time and place of hearing the same was duly given to the Georgia Southern and Florida Railway Company, and thereafter the hearing was had as appointed on February 7, 1908, when the said railway company appeared by its Counsel, Hon. John I. Hall, and Mr. F. S. Parrott, its Vice President, and was heard upon the said charge, and the Railroad Commissioners being fully advised in the premises,

NOW, THEREFORE, The Railroad Commissioners of the State of Florida do Find and Adjudge that the Georgia Southern and Florida Railway Company has been guilty of a violation of Section 2907 of the General Statutes, as charged, and by such violation has incurred a penalty which is hereby fixed and imposed in the sum of Two Hundred and Fifty Dollars, which said sum it is hereby ordered to pay promptly to the State Treasurer.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 26th day of February, A. D. 1908.

(Signed) R. HUDSON BURR, Chairman.
Attest: (Signed) R. C. DUNN, Secretary.

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APPENDIX B.

RULES

AND

REGULATIONS.

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RULES AND REGULATIONS

For the Government of the Transportation of Persons and Property on the Railroads in Florida, as Revised to Date

RAILROAD COMMISSION, STATE OF FLORIDA.

TALLAHASSEE, FLA., March 1, 1908.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting therewith being hereby repealed.

R. HUDSON BURR, *Chairman.*
JOHN L. MORGAN,
NEWTON A. BLITCH,
Commissioners.

ROYAL C. DUNN, *Secretary.*

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

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MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commis-

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sion for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classificaton is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any interstate points than the lowest rates between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessaryto aid them in the discharge of their duty.

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TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

11. Whenever in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or of freight train, that may occur on its line in this State, giving as nearly as possible, the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees or others.

This rule shall not apply to simple derailments of freight cars or yard engines, when switching or shifting in yards, except when some person is killed or injured, in which case, a report shall be made as in other cases.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

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SEC. 2—RULES GOVERNING TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in 2½ or over may be counted as 5, and sums less than 2½ as 0. For example: for 42½ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of

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shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

COLLECTION OF CASH FARE ON G., S. & F. RY.

8. Order No. 22 is hereby amended by the addition of the following: That said Order No. 22 shall not be operative on the line of the Georgia Southern and Florida Railway, but the following shall be the rule on said line:

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That passengers who board a train on the Georgia Southern and Florida Railway where there is a ticket agent, may be charged four cents per mile only to the next regular station, and the regular fare of three cents per mile from there on.

That it shall be their duty to keep their ticket office open for thirty minutes before the departure of passenger trains; provided, that any way stations where there is but one agent to perform the duties of passenger, freight and express agent, the office may be closed for the sale of tickets one minute before the arrival of the train.

The Georgia Southern and Florida Railway Company is required to post a printed copy of this order at one or more conspicuous places in the ticket office, such notice to be printed on cardboard in large type.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

11 All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in them a sufficient supply of good drinking water for the passengers.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a

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section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this 5th paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

SEC. 3—RULES GOVERNING TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided, that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of

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road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modificaion, as, for instance, epidemic, floods, drouths, storms, or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages. if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided he charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package, at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes the charge shall be computed at the actual weight of the

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package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property, free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified or hereafter to be allowed for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
2,000 pounds and under 3 000, $3.00 for extra handling.
3,000 pounds and under 4,000, $5.00 for extra handling.
4,000 pounds and under 5,000, $7.00 for extra handling.
5,000 pounds and under 6,000, $8.00 for extra handling.
6,000 pounds and under 7,000, $10.00 for extra handling.
Over 7,000 pounds, subject to special contract.

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CARLOADS, WEIGHT OF CARLOAD, CARLOAD CONSIGNMENTS, ETC.

10. In all cases in which the classification provides a rate per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided that in no case shall the amount collected on less than a carload exceed the price per carload.

Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scrap, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster, salt cake, saltpeter, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply when the actual weight of articles named below *cannot be ascertained at point of shipment*,

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or at destination, or in transit, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel	400 pounds
Cement, except Portland, per barrel	300 pounds
Clay, per cubic yard	3,000 pounds
Coal, per bushel	80 pounds
Coke, per bushel	40 pounds
Gravel, per cubic yard	3,200 pounds
Laths, green, per 1,000	350 pounds
Laths, seasoned, per 1,000	450 pounds
Lime (Rockland), per barrel	230 pounds
Lime (other than Rockland), per barrel	210 pounds
Lime, per bushel	80 pounds
Lumber, Ash or Black Walnut, green, per 1,000 feet	4,500 pounds
Lumber, Ash or Black Walnut, seasoned, per 1,000 feet	4,000 pounds
Lumber, Elm, Hickory or Oak, green, per 1,000 feet	6,000 pounds
Lumber, Elm, Hickory or Oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, White Pine or Poplar, green, per 1,000 feet	4,000 pounds
Lumber, White Pine or Poplar, seasoned, per 1,000 feet	3,000 pounds
Lumber, Yellow Pine, green, per 1,000 feet.	4,500 pounds
Lumber, Yellow Pine, seasoned, per 1,000 feet	4,000 pounds
Lumber, Yellow Pine Boards, two inches and less, kiln-dried and dressed, per 1,000 feet.	3,000 pounds
Lumber, N. O. S., green, per 1,000 feet	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet.	4,000 pounds
Sand, per cubic yard	3,000 pounds
Shingles, green, per 1,000	400 pounds
Shingles, seasoned, per 1,000	350 pounds
Staves, Heading or Hoop-poles, green, car loaded to depth of forty-three inches, per car	30,000 pounds
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches, per car	30,000 pounds
Stone, not dressed, per cubic foot	160 pounds

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Tan Bark, green, per cord	2,600 pounds
Tan Bark, seasoned, per cord	2,000 pounds
Telegraph Poles, Fence Posts or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel	420 pounds
Wood, green, per cord	3,500 pounds
Wood, seasoned, per cord	3,000 pounds

ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side-track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting, and no railroad company shall decline or refuse to transport, switch or transfer any car as above, or, to receive it from any connecting railroad for such purposes.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

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DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates authorized by the Commission shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight, except classes L, N, O and P, not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of local rates on such freights less ten (10) per cent for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On classes L, N, O and P, the joint rate shall not exceed the sum of the local rates on such freight.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so

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agree between the roads interested shall in no way affect the total joint rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt), by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the Company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

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DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars in accordance with the provisions of said act shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established,

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or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida, to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving with reference to each of them the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate, but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida, railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published national census, the agent may take an intermission of one hour for dinner.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies fifty cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A

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company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and of reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

SEC. 4—RULES AND REGULATIONS GOVERNING TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK LESS THAN CARLOADS WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds

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Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves under one year old, not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep, crated, each actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as sheep.	
Kids, same as lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	EACH.
Horses and mules, not over.....	$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of one hundred per cent or fraction thereof in valuation there shall be an increase of fifty per cent in rates.

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Mixed Shipments.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

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APPENDIX C.

DEMURRAGE RULES.

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DEMURRAGE RULES.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE I.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery will be subject to car service regulations.

RULE II.

NOTICE TO CONSIGNEES.

Railroad companies shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

RULE III.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice

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referred to consists of *posting notice by mail to consignee.* Where this mode of giving notice is adopted, there shall be twenty-four (24) hours additional free time to be added to the seventy-two (72) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE IV.

Per Diem Charge.

A charge of one dollar ($1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick, and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading.* It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours.

Any fraction of a day shall be considered a day.

RULE V.

Goods Consigned to Order of Shipper.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal

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notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

Refusal to Accept Shipments.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the reshipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for demurrage which would otherwise have accrued.

RULE VII.

Cars for Delivery on Team Tracks or Private Sidings.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders

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from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery therefore impracticable, detention is to be computed from time of notification.

RULE VIII.

Cars Held for Shipping Directions.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar ($1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one ($1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE IX.

Consignments More Than Four Miles Distant.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence.*

RULE X.

Railroads Allowed to Store Property.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

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RULE XI.

Per Diem Charge Allowed Consignees.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays,) computed from 10 a. m., the day after arrival of the same, the shipper or consignee shall be paid one ($1.00) dollar per day for each day said delivery is so delayed.

RULE XII.

Stormy Weather.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII.

Discrimination and Exemptions.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at all places on its line of those liable under the rules of the Commission.

Provided, That all package freight unloaded in depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

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In less than carload quantities, not more than one cent per one hundred pounds per day.

In carload quantities, not more than one dollar ($1.00) per day.

Provided, further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided, further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

RULE XIV.

Storage Charges on Baggage.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar ($1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to fifty cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 p. m. Saturday and 3 p. m. Sunday it will be held without charge until 3 p. m. Monday.

RULE XV.

Storage Charge on Baggage for Seaboard Air Line Ry.

For all articles of baggage consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days the charge will be one dollar.

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If the second month is entered upon charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE XVI.

Other Demurrage Charges.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule the company so offending shall forfeit any pay to the shipper applying the sum of $2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand

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in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided, further, That this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE XVIII.

Deposit Required.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper and thereafter a demurrage charge of not more than $2.00 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect $4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, four dollars for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And provided further, That any shipper failing to make deposit as herein provided, shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad Companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time,

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temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

Shipments Delayed in Transit.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; Provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of $2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more

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lines, any delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

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PASSENGER and FREIGHT RATES

OPERATED BY

Railroads in Florida.

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SCHEDULES OF PASSENGER FARES
Operated by the Railroads in Florida.

Railroads Charging 3 *Cents per Mile*:

Georgia, Florida & Alabama Railway.
Georgia Southern & Florida Railway.
Pensacola, Alabama & Tennessee Railroad.
Pensacola Division of the L. & N. Railroad.
Seaboard Air Line Railway.
Valdosta Southern Railway.

Railroads Charging 4 *Cents Straight Fare, with* 3-*Cent Round-trip Tickets Good for Five Days Exclusive of Day of Sale*:

Apalachicola Northern Railroad.
Atlanta & St. Andrews Bay Railway.
Brooksville & Hudson Road.
Charlotte Harbor & Northern Railway.
Live Oak, Perry & Gulf Railway.
Plant City, Arcadia & Gulf Railway.
Standard & Hernando Railway.
Tampa Northern Railway.
Woodville Railroad.

Railroads Charging 4 *Cents per Mile*:

Alabama & Florida, Pensacola & Atlantic, and Yellow River Division of the L. & N. Railroad.
Florida Central Railroad.
Tampa & Jacksonville Railroad.

Railroads Charging 5 *Cents per Mile*:

Natural Bridge Railroad.
Tavares & Gulf Railroad.

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The Atlantic Coast Line Railroad Charges 3 Cents per Mile, except the Following Branches, which Charge 3½ Cents:

Florida Midland.
Homosassa Branch.
Oviedo Branch.
Sanford Branch.
Sanford & Lake Eustis.
St. Cloud Sugar Belt.
Sanford & St. Petersburg.
St. Johns & Lake Eustis.
Tampa & Thonotosassa.
Winston & Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare with 3-cent round trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA & ALABAMA RAILWAY.

DISTANCES.		PER ONE HUNDRED POUNDS											Per Barrel	Per 100 lbs.		Per ton 2000 Pounds		PER CARLOAD			Per 100 Lbs	Per Standard Crate	
		1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V
10 miles and under	....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8
20 miles and over 10	....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20	....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30	....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40	....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50	....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	10
70 miles and over 60	....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	11
80 miles and over 70	....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	12.00	16	15	11
90 miles and over 80	....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	12
100 miles and over 90	....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12
110 miles and over 100	....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS												Per Barrel	Per 100 Pounds	Per Ton 2000 Pounds		PER CARLOAD			Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	38	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	12.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	13.00	15
90 miles and over 80 miles	62	53	49	36	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	14.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.50	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	15.00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	16.00	19
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	17.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	17.50	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	18.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	19.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	19.50	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	55	40	16½	2.15	2.21	36.00	29.00	20.00	24½
190 miles and over 180 miles	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	20.00	25
200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.50	20.50	25½

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210 miles and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	21.00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	22.00	26½
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	22.50	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	24	63	46	18	2.21	2.27	39.00	32.00	22.50	27½
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	23.00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	24.00	28½
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	25.00	29
280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	26.00	29½
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	27.00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	27.50	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	28.00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	29.50	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	31.00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32.50	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	34.00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	35.50	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	37.00	34
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	39.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	41.00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2.37	2.50	48.00	36.00	41.00	36
410 miles and over 400 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
420 miles and over 410 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
430 miles and over 420 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
440 miles and over 430 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	3.97	51.00	40.00	42.00	38
450 miles and over 440 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
460 miles and over 450 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
470 miles and over 460 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
480 miles and over 470 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
490 miles and over 480 miles	117	103	86	78	71	65	54	47	48	36	66	82	59	26	4.12	4.00	51.00	42.00	43.00	39
500 miles and over 490 miles	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4.13	4.05	52.00	44.00	44.00	40

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TO BE USED ONLY BETWEEN STATIONS ON ATLANTIC AND WESTERN BEACH BRANCH.

10 miles and under	30	27	24	21	18	15	12	12	10	9	18	22	18	7	.85	1.00	8.00	10.00	5.00	15
20 miles and over 10 miles	36	35	30	28	24	18	15	14	10	10	20	27	20	8	1.00	1.20	11.00	11.00	7.00	18
30 miles and over 20 miles	40	36	32	30	26	20	17	16	11	12	21	30	21	9	1.00	1.20	14.00	12.00	8.00	20

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES.	CLASS RATES IN CENTS Per 100 pounds.													Per Barrel	Per 100 Lbs	CARLOADS						Oranges per box 80 Lbs.	Veg'bles per Cr't 50 lbs.
																Per 100 Lbs			Per 2000 Lbs	Per Car			
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal	Live Stock Except Hogs	Sheep Double Deck, Hogs Single		
10 miles and under	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	$ .60	$ 5.00	$ 6.00	10	8
15 miles and over 10 miles	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	8
20 miles and over 15 miles	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	8
25 miles and over 20 miles	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9
30 miles and over 25 miles	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9
35 miles and over 30 miles	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9
40 miles and over 35 miles	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10
45 miles and over 40 miles	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10
50 miles and over 45 miles	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10
55 miles and over 50 miles	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA, BY THE PENSACOLA, ALABAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.												Per barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.	Per 100 lbs. Brick, C. L. Lumber, C.L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5	5
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6	6
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

DISTANCES.	Per One Hundred Pounds												Per Barrel	Per 100 Pounds	Per Ton 2000 pounds		Per Carload			Per 100 pounds	Oranges per box 80 lbs	Vegetables per crate 50 lbs
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		
10 miles and under	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	$ .75	$1.20	$ 9.75	$12.00	$ 5.00	8	10	8
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13	9
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14	10
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14	10
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15	10
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	10
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	11
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15	11

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY AND SEABOARD AIR LINE RAILWAY—LOCAL MILEAGE TARIFF.

Between All Stations in Florida.	Per Hundred Pounds												Per Barrel	Per 100 Pounds	Per Ton		Per Car Load			Per 100 pounds
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	24	21	20	15	14	13	10	9	8	6	14	15	12	7	$ .75	$1.00	$ 8.00	$10.00	$5.00	8
20 miles and over 10 miles	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9
30 miles and over 20 miles	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10
40 miles and over 30 miles	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11
50 miles and over 40 miles	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12
60 miles and over 50 miles	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13
70 miles and over 60 miles	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14
80 miles and over 70 miles	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15
90 miles and over 80 miles	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16
100 miles and over 90 miles	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17
110 miles and over 100 miles	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18
120 miles and over 110 miles	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19
130 miles and over 120 miles	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	1.600	20
140 miles and over 130 miles	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21
150 miles and over 140 miles	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 miles and over 150 miles	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23

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170 miles and over 160 miles	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28
260 miles and over 250 miles	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 miles and over 260 miles	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 miles and over 270 miles	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 miles and over 280 miles	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 miles and over 290 miles	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 miles and over 300 miles	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.24	40.00	34.00	24.00	31
320 miles and over 310 miles	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 miles and over 320 miles	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 miles and over 330 miles	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 miles and over 340 miles	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 miles and over 350 miles	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 miles and over 360 miles	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 miles and over 370 miles	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 miles and over 380 miles	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 miles and over 390 miles	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

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SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION OF TRE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.

BETWEEN LOCAL STATIONS.	Per Hundred Pounds													Per Barrel	Per 100 Pounds						Per 2000 Lbs	Per Car			
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Coal	Live Stock Except Hogs	Sheep double deck Hogs single	Oranges per box 80 lbs	Vegetables per crate 50 lbs
10 miles and under	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	$ .60	$10.00	$12.00	10	8
15 miles and over 10 miles	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8
20 miles and over 15 miles	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8
25 miles and over 20 miles	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8
30 miles and over 25 miles	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8
35 miles and over 30 miles	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9
40 miles and over 35 miles	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6	1.20	19.00	23.00	12	9
45 miles and over 40 miles	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9
50 miles and over 45 miles	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9
55 miles and over 50 miles	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9
60 miles and over 55 miles	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9
65 miles and over 60 miles	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10

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70 miles and over	65 miles	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over	70 miles	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over	75 miles	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over	80 miles	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over	85 miles	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over	90 miles	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over	95 miles	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over	100 miles	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over	110 miles	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over	120 miles	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over	130 miles	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over	140 miles	74	66	55	50	45	41	41	41	25	20	41	41	50	41	25	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over	150 miles	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY VALDOSTA SOUTHERN RAILWAY AND SOUTH GEORGIA RAILWAY.

Between Local Stations in Florida.	Per Hundred Pounds											Per Barrel	Per 100 pounds	Per Ton		Per Car Load			Per 100 pounds	Per Crate	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	.80	8.00	6.00	5.00	5	13	10
20 miles and over 10 miles	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10
30 miles and over 20 miles	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10
40 miles and over 30 miles	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10
50 miles and over 40 miles	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10

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Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay Railway Company, the Brooksville & Hudson Road of the Aripeka Saw Mills, the Charlotte Harbor & Northern Railway Company, the Florida Central Railroad Company, the Florida & Georgia Railway Company, the Florida West Shore Branch of the S. A. L. Ry., the Tampa & Jacksonville Railroad Company, the Live Oak, Perry & Gulf Railroad, the Natural Bridge Railway, the Plant City, Arcadia & Gulf Railroad, the Standard & Hernando Railroad, the Tampa Northern Railroad and the Woodville Railroad.

DISTANCES.	Class Rate in Cents Per 100 Pounds												Per Barrel	Per 100 pounds	Per Ton 2000 pounds		Per Car Load			Per 100 pounds
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15
90 miles and over 80 miles	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19

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Schedule of Freight Tariffs Operated by Apalachicola Northern, etc.—Continued.

DISTANCES.	CLASS RATE IN CENTS Per 100 pounds.												Per barrel.	Per 100 pounds.	Per ton 2000 pounds.		Per carload.			Per 100 pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	6	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	19.00	24½
190 miles and over 180 miles	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	20.00	25½
210 miles and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26½
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27½
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28½
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29

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280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29½
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	27.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	27.00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2.37	2.50	48.00	36.00	28.00	36

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Schedule of Freight Tariffs Operated by Apalachicola Northern, etc.—Continued.

DISTANCES.	CLASS RATE IN CENTS Per 100 pounds.												Per barrel.	Per 100 pounds.	Per ton 2000 pounds.		Per carload.			Per 100 pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	6	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	19.00	24½
190 miles and over 180 miles	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	20.00	25½
210 miles and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26½
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27½
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28½
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29

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280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29½
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	27.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	27.00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2.37	2.50	48.00	36.00	28.00	36

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SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances.	Rate, in cents, per ton of 2,000 lbs.
10 miles and under	$ .50
20 miles and over 10 miles	.50
30 miles and over 20 miles	.55
40 miles and over 30 miles	.65
50 miles and over 40 miles	.70
60 miles and over 50 miles	.75
70 miles and over 60 miles	.80
80 miles and over 70 miles	85
90 miles and over 80 miles	.90
100 miles and over 90 miles	.95

Minimum, 15 tons to a car.

NOTE. These rates apply, *provided* the full products of the cane are reshipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under	11
20 miles and over 10 miles	13
30 miles and over 20 miles	15
40 miles and over 30 miles	17
50 miles and over 40 miles	19
60 miles and over 50 miles	21
70 miles and over 60 miles	23
80 miles and over 70 miles	25
90 miles and over 80 miles	27
100 miles and over 90 miles	29
110 miles and over 100 miles	30
120 miles and over 110 miles	31
130 miles and over 120 miles	32
140 miles and over 130 miles	33
150 miles and over 140 miles	34
160 miles and over 150 miles	35

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegestables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples in standard crates of 80 pounds. Barrel or barrel crates, double the crate-rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Egg Plant, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles, in standard crates of 50 pounds, barrel or barrel crates, double the crate rate.

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

Carrabelle, Tallahassee & Ga. railroad
Florida Central & Peninsular railroad
Gainesville and Gulf railroad
Georgia Southern & Florida railroad.
Jacksonville, Tampa & Key West Ry.
Louisville & Nashville railroad.
Plant System.
Tavares & Gulf railroad.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance hauled over each road.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples, in standard crates of 80 pounds. Barrel or barrel crates, double the crate rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomates, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions. Cabbage. Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

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LOCAL EXPRESS RATES ON COMMODITIES AS REVISED, ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1, 1899, the following rates on strawberries will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

Carrabelle, Tallahassee & Ga. railroad
Florida Central & Peninsular railroad
Gainesville & Gulf railway.
Georgia Southern & Florida railroad.
Louisville & Nashville railroad.
Plant System.
Tavares & Gulf railroad.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCE.	CLASS. Per Crate. G.	V.
10 miles and under	13	10
20 miles and over 10 miles	13	10
30 miles and over 20 miles	13	10
40 miles and over 30 miles	13	10
50 miles and over 40 miles	13	10
60 miles and over 50 miles	15	10
70 miles and over 60 miles	16	10
80 miles and over 70 miles	16	10
90 miles and over 80 miles	16	10
100 miles and over 90 miles	16	10
110 miles and over 100 miles	16	11
120 miles and over 110 miles	16	11
130 miles and over 120 miles	16	11
140 miles and over 130 miles	16	11
150 miles and over 140 miles	17	12
160 miles and over 150 miles	17	12
170 miles and over 160 miles	18	12
180 miles and over 170 miles	18	12
190 miles and over 180 miles	18	13
200 miles and over 190 miles	18	13
210 miles and over 200 miles	19	13
220 miles and over 210 miles	19	13
230 miles and over 220 miles	19	14
240 miles and over 230 miles	20	14
250 miles and over 240 miles	20	14

For distances exceeding 250 miles the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

Exceptions.—These rates do not apply to base points *as a basis for through rates.*

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CLASSIFICATION.

CLASS G—FRUIT.

Oranges, Lemons, Limes, Grape Fruit Pineapples.
In standard crates of 80 pounds.
Barrels or barrel crates double the crate rate.
Strawberries in crates of 50 pounds.

CLASS V—FRUIT.

Peaches, Pears and Guavas.

VEGETABLES.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles.
In standard crates of 50 pounds.
Barrels or barrel crates double the crate rate.

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SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION OF THE STATE OF FLORIDA FOR FLORIDA RAILWAY AND LIVE OAK, PERRY & GULF RAILROAD.

STATIONS.	Per Hundred Pounds												Per barrel	Per 100 pounds	Per Ton		Per Car Load			Per 100 pounds	Per Crate	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G	V
10 miles and under	25	22	21	16	15	14	11	9	8	7		16	13	7	.75	1.00	8.00	10.00	5.00	8		
20 miles and over 10 miles	30	27	25	20	18	17	13	11	10	8		19	15	8	.90	1.10	11.00	12.00	7.00	9		
30 miles and over 20 miles	35	32	29	23	21	19	14	13	12	10		22	17	9	1.05	1.20	14.00	14.00	8.00	9		
40 miles and over 30 miles	39	37	33	26	24	21	15	15	14	11		25	19	10	1.20	1.30	16.00	15.00	9.00	11		
50 miles and over 40 miles	43	41	36	29	27	23	16	16	16	12		28	21	11	1.30	1.40	17.00	16.00	10.00	12		
60 miles and over 50 miles	47	45	39	32	30	24	17	17	17	13		31	23	12	1.40	1.50	18.00	17.00	11.00	13		
70 miles and over 60 miles	51	49	42	35	32	25	18	18	18	14		34	24	13	1.50	1.60	19.00	18.00	11.00	14		
80 miles and over 70 miles	55	53	45	38	34	26	19	19	19	15		36	25	13	1.60	1.70	20.00	19.00	12.00	15		

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DISTANCE TABLES.

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DISTANCE TABLES.

LOUISVILLE & NASHVILLE.

Pensacola Division.

Pensacola	0	Gonzales	13	Pine Barren	27
Goulding	3	Cantonement	15	McDavid	34
Brent	4	Cottage Hill	17	Bluff Springs	39
Olive	7	Quintette	19	Century	42
Roberts	12	Molino	23	Flomaton	

P. & A. Division.

Pensacola	0	Holts	38	Bonifay	107
Bohemia	6	Milligan	46	Chipley	116
Gull Point	7	Crestview	50	Aycock	122
Yniestra	8	Deerland		Cottondale	126
Escambia	9	Mossy Head	66	Marianna	135
Mulat	12	DeFuniak Springs	79	Cypress	146
Harp	14	Argyle	83	Grand Ridge	149
Galt City	17	Ponce de Leon	90	Sneads	155
Milton	19	Westville	97	Chattahoochee River Landing	159
Good Range	29	Caryville	99	River Junction	161

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YELLOW RIVER RAILROAD.

Crestview	0	Fargo Junction	14	Svea	21
Auburn	4	Laurel Hill	17	Florala	25
Campton	10				

Alabama Division.

Graceville	0	Noma	7	Georgiana	100
Eleanor	3	High Note	11	Montgomery	159

APALACHICOLA NORTHERN RAILROAD.

River Junction	0	Guest	17	Sumatra	56
Dolan	8	Horsford	26	Beverly	67
Greensboro	13	Evans	29	Apalachicola	80
Juniper	14	Trump	33		

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	6	Clark	25	Townseld	27
Starr	8	Peterson	28	Smith	33
Mercer	10	Mayo	33	Fenholloway	38
Platt	14	Alton	35	Perry	44
Lancaster	17	Day	22	Hampton Springs	49
Dowling Park	18	Silo	25		

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GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0	Ashmore	21	Tallahassee	50
Lanark	5	Arran	30	Havana	67
McIntyre	13	Hilliardsville	37	Quincy	78
Sopchoppy	19	Spring Hill	40	Bainbridge	

FLORIDA RAILWAY.

Live Oak	0	Suwannee River	17	Charlton	39
Stokley	8	Mayo	23	Keene	43
Rosburg	11	Alton	25	Fenholloway	46
Kayville	14	San Pedro	26	Denmark	44
Luraville	18	Media	35	Perry	52
Kirkland	12				

SOUTH GEORGIA RAILWAY.

Perry	0	Waysland	35	Quitman	49
Sirmans	17	Lovett	38	Adel	77
Greenville	26				

TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0	Gainesville	20	Lake Simonton	40
Graham	4	Rocky Point	26	Durgarvan	43
Cyril	7	Clyatt	33	Ft. Drane	46
Bellamy	12	Micanopy	37	Fairfield	48

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SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0	Ogden	65	Monticello	143
Marietta	8	Welborn	71	Braswell	141
White House	11	Houston	76	Lloyd	147
Baldwin	19	Live Oak	82	Chairs	154
Macclenny	29	Peacock	91	Tallahassee	165
Glen St. Mary	30	Elaville	95	Ocklocknee	174
Drake	34	Lees	102	Midway	177
Sanderson	37	West Farm	105	Quincy	189
Olustee	47	Madison	110	Gretna	194
Mt. Carrie	51	Greenville	124	Mt. Pleasant	197
Watertown	57	Aucilla	131	River Junction	208
Lake City	60	Drifton	138		

Jacksonville to Tampa.

Jacksonville	0	Lochloosa	77	Summerfield	118
Baldwin	19	Island Grove	81	Dallas	120
Maxville	26	Citra	83	Oxford	123
Highland	33	Sparr	89	Wildwood	128
Lawtey	38	Anthony	92	Coleman	132
Starke	45	Spring Park	96	Panasofkee	136
Hampton	51	Silver Springs Junction	98	Sumterville Junction	136
Waldo	57	Silver Springs	100	Sumterville	138
Orange Heights	62	Ocala	102	Bushnell	142
Campville	66	Santos	109	St. Catherine	146
Hawthorne	71	Belleview	113	Withlacoochee	150

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Lacoochee	157	Abbot	174	Valrico	199
Owensboro	158	Knights	185	Brandon	201
Dade City	164	Plant City	189	Limona	202
Pasadena	167	Turkey Creek	194	Ybor City	210
Phelps	170	Sidney	196	Tampa	212
Greer	171				

Jacksonville to Savannah.

Jacksonville	0	Tisonia	16	Becker	27
Panama	6	Hedges	21	Evergreen	30
Duval	13	Yulee	24	Savannah	137

Fernandina to Baldwin.

Fernandina	0	Callahan	27	Inglehome	39
O'Neill	6	Crawford	32	Brandy Branch	41
Yulee	12	Verdie	37	Baldwin	47
Italia	19				

Waldo to Cedar Key.

Waldo	0	Palmer	24	Otter Creek	49
Fairbanks	7	Archer	32	Ellzey	51
Gainesville	14	Merediths	35	Rosewood	61
Arredondo	20	Bronson	38	Sumner	63
Kanapaha	21	Lennon	43	Cedar Key	71

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Starke to Wannee.

Starke	0	LaCrosse	20	Neals	40
Sampson Junction	8	Hainesworth	23	Williford	50
Brooker	15	A. C. L. Junction	26	Bell	55
Thomasville	17	Alachua	28	Wannee	60

Archer to Early Bird.

Archer	0	Montbrook	16	Standard Junction	24
Raleigh	7	Morriston	20	Early Bird	26
Williston	11				

Wildwood to Orlando.

Wildwood	0	Eldorado	15	Plymouth	37
Orange Home	3	Tavares	21	Apopka	41
Whitney	7	Ellsworth Junction	25	Piedmont	43
Montclair	9	Victoria	29	Toronto	44
Leesburg	11	Gainesboro	32	Lockhart	47
Sunnyside	14	Zellwood	33	Modella Park	51
Sadie	15	McDonald	35	Orlando	54

Orlando to Lake Charm.

Orlando	0	Winter Park	6	Oviedo	16
Rowena	3	Goldenrod	10	Lake Charm	17
College Station	5	Gabriella	13		

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Drifton to Monticello.

Drifton	0	Monticello	4		

Tallahassee to Covington.

Tallahassee	0	Walton	13	Leonton	24
St. Marks Junction	3	Wacissa	21	Covington	32
Corey	10				

Turkey Creek to Sarasota.

Turkey Creek	0	Willow	26	Palmetton	43
Durant	5	Parish	32	Manatee	44
Boyette	12	Erie	35	Bradentown	45
Balm	16	Terra Ceia Junction	39	Oneco	47
Wimauma	20	Ellenton	41	Sarasota	55

Plant City to Nichols.

Plant City	0	Keysville		Nichols	
Warnell Junction					

Tallahassee to St. Marks.

Tallahassee	0	Vereen	11	St. Marks	20
Woodville	10	Wakulla	16		

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NATURAL BRIDGE RAILROAD.

Vereen	0	McIver	7	Delph	13
Plank Road	5	Morgan	9		

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0	Seville	82	Davenport	181
Edgewood	3	Pierson	88	Haines City	186
Orange Park	13	Barberville	93	Bartow Junction	192
Doctors Inlet	19	DeLeon Spring	98	Auburndale	196
Russell	23	Glenwood	101	Carters	201
Magnolia Springs	27	De Land Junction	106	Lakeland	206
Green Cove Springs	29	Orange City Junction	111	Winston	210
Wallkill	32	Enterprise Junction	117	Youmans	213
West Tocoi	39	Monroe	120	Plant City	216
Bostwick	45	Sanford	124	Dover	222
Teasdale	48	Lake Mary	129	Seffner	226
Palatka	54	Longwood	134	Orient	232
Satsuma	64	Altamonte Spring	137	Thonotosassa Junction	235
Sisco	67	Maitland	140	Ybor City	236
Pomona	69	Winter Park	142	Tampa	238
Como	71	Orlando	147	Carlow	239
Huntington	73	Kissimmee	165	Dewey	242
Crescent City Junction	77	Campbell	169	Port Tampa City	246
Denver	76	Loughman	176	Port Tampa	247
Hammond	81				

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Jacksonville to Savannah.

Jacksonville	**0**	Ratliff	15	**Boulogne**	**37**
Moncrief	**4**	Callahan	20	**Folkston**	**41**
Pickett	**6**	Dyal	24	**Waycross**	**75**
Dinsmore	**10**	Hilliard	30	**Savannah**	**171**

Jacksonville to St. Petersburg.

Jacksonville	**0**	Martin	117	San Antonio	210
Baldwin	**19**	Kendrick	121	Pasco	214
Lake Butler	**52**	Ocala	126	Ehren	222
Burnetts Lake	**71**	Candler	139	Odessa	232
Hague	**74**	Weirs Lake	147	Keystone Park	236
Paradise	**80**	Lady Lake	152	Tarpon Springs	243
Gainesville	**85**	Leesburg	160	Sutherland	248
Kelleys Mill	**92**	Okahumpka	165	Ozona	249
Rochelle	**94**	Center Hill	174	Dunedin	253
Micanopy Junction	**100**	Webster	179	Clearwater	256
Evinston	**102**	St. Catherine	184	Belleair	257
McIntosh	**105**	Croom	190	Largo	260
Orange Lake	**107**	Rital	196	Cross Bayou	265
Proctor	**108**	Trilby	199	Lellman	269
Reddick	**111**	Blanton	204	St. Petersburg	274
Lowell	**114**				

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Jacksonville to Wilcox.

Jacksonville	0	Ellerbee	43	Burnett's Lake	72
Moncrief	5	Raiford	46	West Alachua	74
Cambon	11	Rylander	48	Cadillac	78
Baldwin	20	Johnstown	50	Haile	81
Mattox	25	Lake Butler	53	Komoko	83
McPherson	28	Hiers	60	Newberry	86
Nursery	30	Worthington Springs	62	Tyler	95
Bessent	32	Santa Fe	66	Trenton	99
Sapp	39	Haynesworth	69	Wilcox	106

Sanford to Trilby.

Sanford	0	Lakeville	22	Mineola	42
Sanford Junction	1	Clarcona	24	Clermont	44
Paola Junction	6	Fullers	28	Mascotte	53
Pine Crest	7	Crown Point	29	Linden	62
Island Lake	9	Winter Garden	31	Tarrytown	63
Glen Ethel	12	Tildenville	32	Riverland	68
Palm Springs	14	Oakland	33	Trilby	75
Forest City	17	Mohawk			

Lakeland to Waycross.

Lakeland	0	Gulf Junction	80	High Springs	140
Kathleen	8	Dunnellon	82	Fort White	150

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Stokes	12	Juliette	86	Lake City Junction	153
Richland	21	Romeo	93	Hildreth	157
Dade City	27	Morriston	98	Branford	164
Trilby	34	Montbrook	102	O'Brien	169
Rital	38	Williston	106	McAlpin	176
Croom	43	Gunnalls	108	Pinemount	177
Leta	46	Archer	118	Padlock	182
Istachatta	49	Half Moon	123	Live Oak	187
Floral City	57	Newberry	127	Suwannee	194
Inverness	63	Lexington	129	Marion	198
Hernando	69	Younglove	130	Jasper	203
Anita	73	Wades	133	Bakers Mill	208
Holder	74	Clark	135	Waycross	270
Elliston	77				

Lakeland to Fort Myers.

Lakeland	0	Wauchula	38	Fort Ogden	78
Polk	4	Zolfo Springs	42	Cleveland	82
Haskell	7	Moffitt	46	Punta Gorda	86
Bartow	13	Buchanan	49	Acline	90
Homeland	19	Gardner	52	Gilchrist	99
Fort Meade	24	Brownville	56	Samville	107
Jane Jay	28	Arcadia	62	Tice	110
Bowling Green	32	Nocatee	66	Fort Myers	114
Torrey	34				

Bartow Junction to Bartow.

Bartow Junction	0	Eagle Lake	12	Bartow	17
Winter Haven	5	Gordonsville	15		

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Tampa and Thonotosassa.

Tampa	0	Harney	9	Thonotosassa	5
Thonotosassa Junction	3				

DeLand Junction and DeLand.

DeLand Junction	0	Stetson	2	DeLand	4

Sanford to Tavares, Leesburg and Astor

Sanford	0	Mount Dora	24	Orange Bend	42
Paola	6	Lane Park	32	Leesburg	50
Markham	8	Tavares	30	Umatilla	40
Ethel	11	Eustis	34	Altoona	43
Cassia	13	Fort Mason	36	Pitman	45
Wayland	16	Grand Island	38	Astor	61
Sorrento	19	Lisbon	41		

Kissimmee to East Apopka.

Kissimmee	0	Wildermere	18	Clarcona	29
McLanes	5	Gotha	21	Apopka	33
Waco	17	Ocoee	23	East Apopka	34

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Sanford to Lake Charm.

Sanford	0	Clydes	8	Oviedo	18
Ft. Reed	3	Clifton	13	Lake Charm	19
Rutledge	5				

Kissimmee to Narcoossee.

Kissimmee	0	St. Cloud Junction	6	Runnymede	13
Carolina	5	Peento	11	Narcoossee	14

Bone Valley Branch.

Winston	0	Pebbledale	15	Bone Hill Junction	21
Bone Valley Junction	9	Long Branch	16	Tiger Bay	25
Mulberry	11	Phosphoria	20		

Ocala to Homosassa.

Ocala	0	Leroy	14	Gulf Junction	27
Parham	2	Rock Springs	18	Citronelle	34
Agnew	4	Juliette	21	Crystal	40
Martel	9	Dunnellon	26	Homosassa	48
York	12				

Brooksville to Croom.

Brooksville	0	Croom	10		

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ATLANTIC COAST LINE RAILWAY—Continued.

Proctor to Citra.

Proctor	0	Citra	6		

Micanopy Junction to Tacoma.

Micanopy Junction	0	Micanopy	3	Tacoma	8

Lake City to Lake City Junction.

Lake City	0	Drews	11	Lake City Junction	22

Monticello to Thomasville.

Monticello	0	Thomasville	24	Albany	82
Metcalf	14				

River Junction to Climax.

River Junction	0	Faceville	15	Climax	30
Recovery	9	Fowlton	21		

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Jacksonville	0	Melbourne	194	Colohatchee	338
South Jacksonville	2	Tilman	197	Fort Lauderdale	34[illegible]
Bowden	5	Malabar	200	Dania	346
Nesbit	9	Valkaria	203	Hallandale	351
Greenland	13	Grant	206	Ojus	353
Bayard	15	Micco	209	Fulford	355
Durbin	21	Roseland	212	Arch Creek	357
Magnolia Grove	31	Sebastian	215	Biscayne	359
St. Augustine	37	Wabasso	219	Little River	361
Hurds	44	Quay	222	Lemon City	362
Elkton	47	Gifford	226	Buena Vista	363
Armstrong	49	Vero	228	Miami	366
Holy Branch	51	Oslo	231	Cocoanut Grove	371
Hastings	54	Viking	235	Larkin	374
Orange Mills	58	St. Lucie	239	Kendale	376
East Palatka	62	Fort Pierce	242	Benson	379
Yelvington	67	White City	246	Keys	379
Roy	69	Eldred	247	Rockdale	380
Dinner Island	76	Ankona	249	Perrine	382
Neoga	80	Walton	252	Peters	383
Espanola	82	Eden	254	Goulds	386
Bunnell	87	Jensen	257	Black Point	387
Dupont	90	Rio	259	Princeton	388
Harwood	98	Gosling	261	Noranja	389
Hotel Ormond	106	Stuart	261	Modello	392
Ormond	104	Aberdeen	266	Homestead	394
Daytona	110	Fruita	269	Long Siding	402
Port Orange	115	Gomez	272	Manatee	409
New Smyrna	125	Hobe Sound	275	Jewfish	416

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Hawks Park	127	Likely	278	Key Largo	418
Oak Hill	136	West Jupiter	283	Rock Harbor	425
Lyrata	143	Prairie	291	Tavernier	432
Titusville	154	Riveria	295	Plantation	435
Pritchards	158	West Palm Beach	299	Quarry	439
DeLespine	163	Royal Poinciana	300	Isla Morada	440
Frontenac	165	Breakers	300	Central Supply	444
Sharpes	168	Lantana	308	Midway	448
City Point	169	Hypoluxo	309	Dodge	450
Cocoa	173	Boynton	312	Crescent	456
Rockledge	175	Delray	317	Long Key	458
Bonaventure	179	Yamato	321	Grassy	462
Pineda	183	Boca Ratone	325	Vaca	472
Eau Gallie	190	Deerfield	327	Knights Key	475
Sarno	191	Pompano	333	Knights Key Dock	478

Jacksonville to Mayport.

Jacksonville	0	Center Park	11	Manhattan Beach	23
South Jacksonville	2	San Pablo	15	Burnside Beach	23
St. Nicholas	3	Pablo	17	East Mayport	24
Spring Glen	4	Cashens	19	Mayport	26
Hogan	6	Atlantic Beach	20		

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East Palatka to San Mateo.

East Palatka	0	Howards Ridge	3	San Mateo	4
San Mateo Junction					

East Palatka to Palatka.

East Palatka	0	Palatka	3		

New Smyrna to Orange City.

New Smyrna	0	Indian Springs	10	Twin Oaks	24
Glencoe	3	Rogers	15	Orange City	26
Briggsville	7	Lake Helen	21		

Titusville to Sanford.

Titusville	0	Maytown	16	Garfield	34
LaGrange	2	Cow Creek	21	Enterprise	36
Mims	4	Kalamazoo	26	Enterprise Junction	40
Turnbull	8	Osteen	29	Sanford	47
Aurantia	9				

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GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka	0	Theressa	32	Suwannee Valley	83
Woodburn	8	Hampton	36	White Springs	86
Carraway	11	Sampson City	42	Winn	90
Baywood	14	New River	47	Genoa	93
Florahome	17	Lake Butler	53	Jasper	104
Grandin	19	Guilford	58	Avoca	110
Putnam Hall	22	Lulu	64	Jennings	115
Newburg	25	Lake City	74	Valdosta	134
Brooklyn	28	Winfield	80	Macon	286

Jacksonville to Valdosta.

Jacksonville	0	Kent	23	Moniac	38
Hoyt	5	St. Marys	26	Baxter	39
Kingsgrove	8	St. George	28	Eddy	46
Plummer	12	McNeils	37	Valdosta	110
Crawford	18				

TAMPA NORTHERN RAILROAD.

Tampa	0	Stemper	15	Enville Junction	39
Garytown	2	Drexel	22	Rural	42
Flora	8	Tuckers	29	Wiscon Junction	45
Nowatney	11	Loyce	31	Brooksville	49

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Enville Junction to Port Richie.

Enville Junction	0	Needmore	12	Riggins	16
Enville	1	Fivay Junction	16	Hudson	18
Sagano	8	Fivay	19	Port Richey	22

Wiscon Junction to Took Lake.

Wiscon Junction	0	Norman	6	Took Lake	10
Wiscon	3	Freeman	8		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

Arcadia	0	Boggess Landing		Placida	41
Nocatee	5	Platt	14	Boca Grande	50
Hull	9	Charlotte	24	Golden Gate	
Fort Ogden	11	McCall	33	South Dock	53

VALDOSTA SOUTHERN RAILWAY.

Madison	0	Pinetta	10	Valdosta	28
Hanson	7				

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GREENVILLE SOUTHERN RAILWAY.

Greenville	0	Fowler	2	Myrick	5

ATLANTA & ST. ANDREWS BAY RAILWAY.

Youngstown	0	Round Lake	20	Welchton	35
Fountain	8	Alfords	23	Campbellton	41
Compass	15	Cottondale	30	Dothan, Ala.	61

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STATISTICS

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STATISTICS.

STATEMENT OF RECEIPTS AND EXPENSES OF THE SOUTHERN EXPRESS COMPANY WITHIN THE STATE OF FLORIDA FOR THE YEAR ENDING JUNE 30, 1907.

Receipts		$589.146.92
Expenses:		
Transportation	$294,583.46	
Property	3,116.19	
Loss and Damage	17,201.05	
General Salaries	19,701.13	
General Expenses	3,764.00	
Stationery & Supplies	5,291.14	
Taxes	5,548.92	
Superintendents	6 596.57	
Route Agents	8,161.86	
Messengers	29,532.08	
Office salaries and expenses	137.509.48	530,995.78
		$ 58,151.14

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MILEAGE OF RAILROADS IN FLORIDA.

RAILROADS REPORTING.	Miles of Main Line	Miles Yard Track & Sidings	Miles of Branches & Spurs	Line Oprated Under Lease	Miles Operated Under Contract, Etc.	Lines Operated Under Trackage Rights	Total Mileage Operated
Atlantic Coast Line	895.85	214.06	448.19	27.79	.....	22.21	1,608.10
Florida West Shore (branch S. A. L.)	56.99	7.85	9.03	.....	4.33	.....	78.20
Florida East Coast	500.07	78.00	.....	.....	.....	.....	578.07
Florida Railway	52.00	2.00	7.00	.....	.....	.....	61.00
Georgia, Florida & Alabama	86.60	7.17	.....	.....	.....	.....	93.77
Georgia Southern & Florida	152.36	18.92	.....	.....	.....	3.39	174.67
Live Oak, Perry & Gulf	56.85	2.72	17.15	.....	.....	.....	76.72
Louisville & Nashville	219.07	48.49	28.35	.....	.....	.94	296.85
Natural Bridge	11.50	.30	.....	.....	.....	.....	11.80
Plant City, Arcadia & Gulf (branch S. A. L.	13.13	2.50	4.70	.....	.....	.....	20.33
St. Johns River Terminal Co.	5.99	11.13	.....	.....	.....	.....	17.12
Seaboard Air Line Railway	746.31	117.12	7.68	.....	.....	.....	871.11
South Georgia Railway	12.41	.....	.....	26.00	.....	.....	38.41
Standard & Hernando	12.71	6.19	.....	16.06	.....	9.52	44.49
Tampa & Jacksonville	48.00	2.00	.....	.....	.....	.....	50.00
Tavares & Gulf	31.64	1.38	.....	.....	.....	3.39	36.41
Valdosta Southern	14.00	.....	.25	.....	.....	.....	14.25
Tallahassee Southeastern (branch S. A. L.	32.00	.....	.....	.....	.....	.....	32.00
Total	2,947.48	519.83	522.35	69.85	4.33	39.46	4,103.30

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OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING TWELVE MONTHS ENDING JUNE 30, 1907.

RAILROADS REPORTING.	Maintenance of Ways and Structures	Maintenance of Equipments	Conducting Transportation	General Expenses	Total Operating Expenses.	Per Centage of Operating Expenses to Gross Earnings
Atlantic Coast Line	$ 862,535.55	$ 869,573.50	$2,422,948.86	$163,673.26	$4,318,731.17	73.07
Florida West Shore Railway	32,680.05	347.53	70,217.39	1,929.43	105,174.40	78.15
Florida East Coast	648,756.11	307,601.83	1,190,753.34	104,686.49	2,251,797.77	76.17
Florida Railway	15,196.68	8 303.65	22,652.64	8,086.41	54,239.38	71.62
Tampa & Jacksonville Railway	18,742.93	9,740.94	31,086.73	8,846.21	68,416.81	95.34
Georgia, Florida & Alabama	33,897.28	22,176.46	59,111.07	1,229.26	126,414.07	89.93
Georgia Southern & Florida	66,821.52	111,838.68	302,527.62	23,768.04	504,955.86	115.63
Live Oak, Perry & Gulf	37,660.85	22,292.07	*47,813.90	9,310.42	117,077.24	89.6
Natural Bridge	3,928.94	39.58	10,294.03	.....	14,262.55	62.4
Louisville & Nashville	588,855.48	253,050.38	562,516.08	35,773.67	1,440,195.61	97.98
Plant City, Arcadia & Gulf	3,873.96	113.09	11,738.91	13.99	15,739.95	52.82
St. Johns River Terminal Co.	24,636.37	3,411.37	120,084.09	*	.....	.....
Seaboard Air Line Railway	506,332.30	491,695.30	1,787,309.96	165,322.91	2,950,660.47	77.93
South Georgia Railway	24,413.47	7,408.95	22,692.02	6,020.52	60,534.96	89.95
Standard & Hernando	20,658.90	25,024.54	45,661 .66	1,399.61	92,744.71	80.5
Tavares & Gulf	8,.82.32	1,522.46	7,186.19	4,310.76	21,151.73	125.49
Valdosta Southern	2,265.02	1,943.53	8,268.31	2,658.51	15,135.37	65.5
Total	$2,899,437.73	$2,136,083.86	$6,722,812.80			

*General expenses included.

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ACCIDENTS TO PERSONS ON RAILROADS DURING THE TWELVE MONTHS ENDING JUNE 30, 1907.

RAILROADS REPORTING.	EMPLOYEES,								PASSENGERS		OTHER PERSONS.						ACCIDENTS FROM OTHER CAUSES THAN MOVEMENT OF TRAINS, ETC.					
	Trainmen.		Switchmen, trackmen and watchmen.		Other Employees.		Total Employees.				Trespassing		Not trespassing.		Total other persons.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic Coast Line	4	256	3	22	5	34	12	309	..	55	23	24	..	4	23	28	..	209	..	3	35	604
Florida West Shore Railway	..	8	..	..	..	..	..	8	..	12	1	..	..	..	..	..	..	1	..	..	1	21
Florida East Coast	1	6	2	..	..	..	3	6	2	...	..	..	..	..	..	..	..	...	..	..	5	6
Florida Railway	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Georgia, Florida & Alabama	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Georgia Southern & Florida	1	2	1	..	..	..	2	2	..	...	..	..	..	..	..	..	..	1	..	..	2	3
Live Oak, Perry & Gulf	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Louisville & Nashville	2	26	1	2	..	1	3	29	..	1	2	5	..	..	..	..	..	39	..	..	5	74
Natural Bridge	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Plant City, Arcadia & Gulf	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
St. Johns River Terminal Co.	..	5	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	5
Seaboard Air Line Railway	4	136	1	4	1	4	6	144	..	40	12	4	1	6	13	10	1	34	..	..	20	228
South Georgia Railway	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Standard & Hernando	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Tampa & Jacksonville Railway	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Tavares & Gulf	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...
Valdosta Southern Railway	..	...	..	..	..	..	..	...	..	...	..	..	..	..	..	..	..	...	..	..	..	...

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RAILR	al er ngs.	Total gross earnings from operations.
Atlantic Coast	334.40	$ 5,910,224.02
Florida West	191.19	134,576.99
Florida East	704.06	2,956,282.66
Florida Railw	467.20	75,724.59
Georgia, Flori	347.21	140,574.16
Georgia South	314.89	436,708.88
Live Oak, Per	200.00	130,502.53
Louisville &	946.70	1,472,869.40
Natural Bridg		22,841.85
Plant City, Ar	179.75	29,798.61
	993.94	207,993.94

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Seabo
South
Stand
Tamp
Tavar
Valdo

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TWELFTH ANNUAL REPORT

OF THE

Railroad Commission

OF THE

State of Florida

FOR THE YEAR ENDING MARCH 1, 1909



TALLAHASSEE, FLORIDA

1909

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The Commission.

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COMMISSIONERS.

GEO. G. MCWHORTER, *Chairman*, Commissioner; E. J. VANN, Commissioner; WM. HIMES, Commissioner; JOHN G. WARD, Secretary.	Aug. 17, 1887, to June 13, 1891.

(Commission was abolished by Act of Legislature, 1891; was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, *Chairman*, Commissioner; HENRY E. DAY, Commissioner; JOHN M. BRYAN, Commissioner; J. L. NEELY, JR., *Secretary*.	July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; JOHN L. NEELY, JR., *Secretary*.	Jan. 3, 1899, to Jan. 8, 1901.
HENRY E. DAY, *Chairman*, Commissioner; (Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.) JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; JOHN L. NEELY, *Secretary*. (John L. Neely resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	Jan. 8, 1901, to Jan. 6, 1903.
JEFFERSON B. BROWNE, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary*.	1 6 , 1903, to Jan. 3, 1905.
JEFFERSON B. BROWNE, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary*.	Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, *Chairman*, Commissioner; JOHN L. MORGAN, Commissioner; NEWTON A. BLITCH, *Commissioner;* ROYAL C. DUNN, *Secretary*.	Jan. 8, 1907, to Jan. 4, 1909.
R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; S. E. COBB, Secretary.	Present term began Jan. 4, 1909.

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REPORT OF

RAILROAD COMMISSION

STATE OF FLORIDA.

Tallahassee, March 1, 1909.

To His Excellency, Albert W. Gilchrist,
Governor of Florida.

Sir: In pursuance of the law the Railroad Commissioners have the honor to hand you herewith their Annual Report for the year ending March 1, 1909, the same being the Twelfth Annual Report. And also invite your attention to the Eleventh Annual Report for year ending March 1, 1908.

Physical Condition of Railroads.

During the past year the railroads of the State have, without exception, made improvements in the condition of their roadbeds and tracks. The Commissioners, through their Inspecting Engineer, have been giving close attention to these matters. The inspecting Engineer, by direction of the Commissioners, spent a large part of his time traveling over the lines of the railroads in every part of the State. At any point where the roadbed or track of any of the railroads has been found not to be in safe condition for the movement of trains, it has been called to the attention of the railroad officials having that particular line of railway in charge, and in every case the matters complained of were corrected.

The track and roadbed of the Tavares & Gulf R. R. and the Tampa & Jacksonville R. R. were found to be in a very bad condition by our Inspector.

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In the case of the Tavares & Gulf R. R., after a hearing, an order was issued requiring that road to make improvements in accordance with the Engineer's recommendations. The general manager of the Tavares & Gulf R. R. promised to carry out this order and the road has already been greatly improved.

The general manager of the Tampa & Jacksonville R. R. has assured the Commissioners that the recommendations of the Inspecting Engineer as to improvements and repairs of his road will be carried out.

The Commissioners are keeping close watch over these two properties and will continue to do so until they are brought up to the proper standard.

The principal trunk lines of the State have added greatly to the good condition of their tracks by relaying parts of their tracks with heavier rail. This is notably true of the Louisville & Nashville Railroad, the Seaboard Air Line Ry. and the Atlantic Coast Line R. R.

The Inspecting Engineer of the Commission reports that the tracks and roadbeds of the railroads of this State are now in a safer and better condition than they have ever been. And your attention is invited to his report.

The Inspecting Engineer has instructions in going over lines not only to look as to the physical condition of tracks but to examine all passenger coaches on trains that he travels with reference to their safety, cleanliness and comfort and to make observations of like character at all stations at which he may stop.

The Railroad Commissioners feel very much gratified at the results of a year and two-thirds' work under this law, and while the standard has not reached a state of perfection the improvements are still going on and the requirements will gradually be toward a higher standard, believing that it is better to extend these improvements over a period of years rather than create a hardship by a tremendous expenditure of money at one outlay.

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Depots and Agencies.

Upon order of the Commission, an agency was established at Grove Park during the year and depots are being constructed at Hampton and Plant City. Orders were also issued requiring the construction of depots at Madison, Gainesville, Live Oak and Campbellton.

Notices have been issued for the Florida East Coast Railway to show cause why freight and passenger depots should not be constructed at Naranja and Viking, and why an agency should not be established at White City. These hearings will be held on the 8th of March.

Through correspondence the Commissioners secured the construction of depots during the year at Clarcona and Winston and the establishment of an agency at Ocklawaha on the Atlantic Coast Line R. R.

Proposed Discontinuance of Passenger Trains.

On May 14th, 1908, the Commissioners received a petition from the citizens of Plant City stating that it was rumored that the Atlantic Coast Line R. R. Co. intended discontinuing its trains Nos. 82 and 83 from Lakeland to Fort Myers, effective May 31st. The matter was immediately handled with the superintendent of that line, and in the meantime petitions were received complaining of the same matter from nearly all the principal points between Tampa and Fort Myers. In answer to the communication of the Commissioners the superintendent of the Atlantic Coast Line R. R. advised on May 22nd that effective May 31st the trains referred to would be discontinued. The time being short, the Commissioners served notice upon the Atlantic Coast Line R. R. Co. by wire to appear and show cause why this action should not be taken, and on May 25th Order No. 228 was issued forbidding the Atlantic Coast Line R. R. Co. from discontinuing these trains until the further order of the Commissioners.

About the same time the superintendent of the Atlantic

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Coast Line R. R. Co. also signified his intention of discontinuing one of their passenger trains between Sanford and Trilby, and a similar order was issued in this matter.

One of the Commissioners, upon authority of the Commission, made a personal investigation of the conditions in that territory, riding upon the passenger trains affected for a number of days and noted the number of passengers thereon. He reported to the Board that the travel on these trains was sufficient to justify the continuance of the trains referred to, and on the 2d day of June the Commissioners issued Order No. 229, requiring these trains to be operated permanently by the railroad company.

During the year the receivers of the Seaboard Air Line Ry. discontinued their passenger train between Archer and Early Bird, over what is known as the Early Bird branch. The citizens of that community had had the benefit of this train for a number of years and after its discontinuance they petitioned the Railroad Commissioners to have the train reinstated. After a hearing and conference with the officials representing the receivers of the Seaboard Air Line Ry. it was arranged to have the train reinstated.

Trains were also discontinued by the receivers of the Seaboard Air Line Ry. on what is known as their St. Marks & Tallahassee Southeastern branches, so that these people only had a triweekly service instead of six days in the week. Petitions were received by the Commissioners asking that the old schedule be reinstated, and after giving the receivers of the said Seaboard Air Line Ry. an opportunity to be heard, an order was issued requiring the reinstatement of the six-day schedule. At this writing, however, the receivers are not obeying this order, but the Commissioners will endeavor to compel a compliance.

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Classification.

The classification on green salted hides was so amended as to reduce the rate when shipped in carload lots, the rate having been the same in car and less than car lots.

Well boring machinery in carload lots was changed from class "6" to class "N."

The classification of salt was so changed as to effect a reduction of 20 per cent. in this article whether shipped in carload lots or less than carload lots.

A change was also made in the classification of live stock so that no car of less than 34 feet, inside measurement, can be used for the transportation of stock between points in Florida. Formerly some of the roads were furnishing cars of a less length than this. The shippers were unable to get the full carload minimum of 20,000 pounds in cars of less length, but were required to pay freight on that minimum, or, in other words, on weight which they were unable to load in the car.

Passenger Rates.

Early in this report year the pasenger officials of the Atlantic Coast Line R. R. asked for a conference with the Commissioners to consider passenger rates. At this conference they offered to make a reduction in their passenger rates between points within the State of Florida for a trial period of one year if the Commissioners would agree thereto and the rates are as follows:

A rate of 2 3-4c in lieu of 3c was to be operated on the main line of the Atlantic Coast Line and 3c per mile in lieu of 3 1-2c on certain branches; a five hundred mile family book to be sold at 2¼c per mile; a one thousand mile book to sold for 2c per mile, and a two thousand mile book to be sold for 2c per mile.

In accordance with the above, on March 23rd, Order No. 224 was issued (see Appendix).

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Soon after this the Seaboard Air Line Railway came before the Commissioners with a similar proposition, but sought to exempt their line from Jacksonville to River Junction in the operation of the reduced rates and to this the Commissioners would not agree, but insisted upon the reduced rates being operated on this part of the road, which was agreed to, and on May 4th, in Order No. 227 1-2 the reductions were put into effect. (For order see appendix.)

The rates for both the Seaboard Air Line Ry. and the Atlantic Coast Line R. R. became effective June 1, 1908, and are now being operated by these lines.

Express Rates.

Since 1899 the Southern Express Company has been from year to year gradually raising its interstate rates on fruits and vegetables; that is to say, from Florida producing points to markets in other States. These rates do not come under the jurisdiction of the Florida Railroad Commission, but the Railroad Commission law provides that the Commissioners, when deemed advisable, shall call upon carriers to operate just and reasonable interstate rates, and if they cannot be adjusted in this manner to take them before the Interstate Commerce Commission for settlement.

The Interstate Commerce Commission, until the passage of the Hepburn law two years ago, had no authority to name a rate nor had they jurisdiction over express companies.

This Commission has determined to take up the question of these interstate fruit and vegetable rates from Florida producing points with the Interstate Commerce Commission, under authority given them by the Railroad Commission law, and endeavor to secure reductions therein. An investigation of this matter has been carried on by this office for the past several months and we are now prepared to go before the Interstate Commerce Com-

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mission if need be. A conference has been arranged to be held with the officials of the Southern Express Company at a date early in March to consider these rates. If these officials do not make such concessions as will give the producers and shippers of Florida reasonable rates on fruits and vegetables, the case will be prosecuted before the Interstate Commerce Commission.

The question of State rates has also been under investigation by the Commissioners and proposed tariffs have been prepared upon which the Express Company will be given an opportunity to be heard and show cause why said tariffs should not be ordered into effect. These tariffs, if adopted, will effect reductions in rates between all points in the State.

Plant City, Arcadia & Gulf.

It having come to the attention of the Commissioners that the Plant City, Arcadia & Gulf Ry is controlled by the Seaboard Air Line Ry., an order was issued in December requiring the Seaboard Air Line Ry. to operate its mileage rates over that road, and to discontinue the charging of two local rates between points on the Seaboard Air Line Ry. and the Plant City, Arcadia & Gulf. This order resulted in the public receiving much more reasonable rates on that line than they have in the past.

Rules.

The Commissioners believing that the Arbitrary discontinuance of passenger trains oftentimes amounted to an injustice to the public, it was deemed best to prescribe a rule covering that point; therefore, Order No. 247 was issued prescribing Rule 12, which provides that no railroad company shall discontinue the operation of any passenger train between points within the State of Florida without first having applied for and secured the permission of the Railroad Commissioners.

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Upon complaint of the lumber dealers of Jacksonville that exorbitant rates were being charged them by the railroads entering Jacksonville for placing cars at the planing mills in that city for dressing and for further movement to yards and docks, the Commissioners held a meeting in Jacksonville which was largely attended by railroad officials and shippers, at which the railroad companies were given an opportunity to be heard, and this question was thoroughly discussed by all parties interested. It was ascertained that in the Ports of Savannah, Brunswick and Fernandina a charge of from $1.60 to $2.00 was made for performing a similar service to that performed in Jacksonville for which $5.00 in some instances, and in others $7.00 was charged.

On December 19th, by Order No. 249 the Commissioners prescribed Rule 15-A, which requires that the switching in Jacksonville shall be done for $2.00 per car on one line and $3.00 per car when the movement is over two or more lines.

The railroads have disobeyed this rule and the Commissioners, as this goes to press, are preparing to institute a mandamus suit to compel the railroads to operate the charges prescribed.

A rule was also prescribed by the Commissioners requiring trains to stop at all regular stations as well as on flag at flag stations where they are scheduled to stop.

The most important rule prescribed by the Railroad Commissioners during the year was the one relating to mixed carload shipments. This rule requires that articles in the same class loaded in the same car shall take the carload rate. Before this rule was adopted, if two or more articles, although in the same class, were transported between two points in Florida, the less than carload rate could be charged for each one of the articles in the car. The new rule will give quite a concession in rates to shippers who take advantage of it. It is believed

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that it will be of great advantage to merchants and receivers of freight in the cities and towns in the interior of the State, who are now unable to purchase solid cars of different articles and thus get the benefit of carload rates, but who can now load a carload by placing several articles which belong to the same class in a car and thus get the benefit of the carload rate.

Examinations of the Books and Accounts of Railroad Companies.

Section 2904 of the General Statutes, which has been in force since 1899, provides that it shall be the *duty* of the Commissioners to investigate the books and papers of all railroad companies and common carriers doing business in this State; but until the session of 1907 no sufficient appropriation was ever made to perform this necessary, though expensive, task. Such examination is necessary to enable the Commissioners to do justice in fixing freight and passenger rates, in ordering depots and regulating train service, and to supply evidence with which to meet the unfavorable statements of the railroad's operation which are always presented to the courts on motions for injunctions against the reduction of rates. At the last legislative session $10,000 additional was appropriated annually for the purposes of the Commission; and for the first time it became possible to begin this important work. The case of the Florida East Coast Railway Company, in which the United States Circuit Court at Jacksonville had granted a temporary injunction against a straight three cent passenger fare, was ready for the taking of testimony; consequently the examination of the books and accounts of that railroad was first begun. That examination or audit was finished in February, 1908, and was paid for out of the increased appropriation. According to the statements and reports of the railroad company it was and is making a large deficit every year. This, if believed, would under the decisions

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of the U. S. courts go far to place this railroad beyond either legislative or commission control. Hence the absolute necessity for being as well prepared as the railroad companies in cases of this description.

The short examination of the books of the Atlanta & Saint Andrews Bay Railway Company was made simultaneously with that of the Louisville & Nashville Railroad Company, hereinafter referred to. The Atlanta & Saint Andrews Bay Company had notified the Commissioners that it would not obey the freight rates prescribed for it (class P), but would seek relief before the United States courts. It also refused to build a depot at Campbellton. As this road had begun operation only a short time previous, it was deemed best to make an investigation into its officers at that time. This railroad has since agreed to build the station at Campbellton, and the Commissioners have caused a mandamus to issue out of the Supreme Court to compel the company to obey the rates.

By far the greatest undertaking, however, was the examination into the affairs of the Louisville & Nashville Railroads for the eleven years beginning in May, 1897. The United States Court at Pensacola had granted an injunction against any reduction of the four cent passenger rate on the Pensacola & Atlantic division on an elaborate and complicated statement by the railroad company of its losses in doing business in Florida for many consecutive years and a calculation that the reduction of one cent per mile would cause an additional loss of $21,000, annually. No method of impeaching this testimony was open to the Commissioners, until an examination of the railroad books and papers could be made. Although it was evident that the task would be great, it proved greater than either the Commissioners or the auditors had anticipated. The audit, begun in July, 1908, was expected to close in the early fall; at that time, it was not half finished, and it was thought that December would see it completed. It is now so nearly completed that it will be finished during March.

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Apart from their use in pending case, these comprehensive reports of the auditors, which must be seen to be fully appreciated, form permanent basis for dealing with the companies audited, and are valuable assets of this office.

The work is necessarily expensive, and the Commissioners realized early in this year, that the appropriation would be more than exhausted by this burden upon it, but the work had reached a critical stage in its progress, an to abandon it meant the loss of what had been expended already upon the Louisville & Nashville audit. The Commissioners did not believe that the Legislature would wish the State to lose the benefit of the amount already expended or would fail to provide the means necessary to contest vigorously the 4 cent per mile passenger rate case of the Louisville & Nashville road. In order to cover the deficit, an appropriation of approximately $5,000.00 will be needed.

In making rates or regulations which result in a reduction of the revenue of a railroad company, it is essential for the Commissioners to know the correctness of its accounts in order that they may prescribe rates and regulations which will be just both to the public and the carrier. In the past they have not had this information and in many instances have been obliged to act in the dark; therefore, it is essential that the books and accounts of all common carriers doing business in this State should be audited by men capable of analyzing railroad accounts and forming a basis upon which all future actions of the Commissioners may be based. In order to do this, the Commissioners should have a special appropriation for this purpose so that the work of auditing all the common carriers doing business in this State may be accomplished within the next twelve or eighteen months, regardless of whether there is litigation or not. This will enable the Commissioners to avoid possible litigation in the future by knowing the road's ability to stand reductions in revenue. At the proper time the

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Commissioners will furnish the Legislature with an estimate of such amount as is deemed necessary to carry out this work.

Unless this is done it will be impossible for the Commissioners to undertake to make the examination of even one of the largest lines operating in this State out of the regular appropriation. Neither the Seaboard Air Line Railway nor the Atlantic Coast Line Railroad could be audited out of the amount of the regular appropriation remaining after the payment of the actual salaries and fixed expenses of the Commissioners. Yet an audit of both of these lines in the near future is necessary. Injunctions are pending against the Commissioners by both of these lines in the United States Courts to prevent a reduction of freight rates and nothing can be done until the true status of their accounts has been determined.

Whatever is said about the examination into the affairs, accounts and operation of railroad companies applies with equal force to express companies, and indeed to all common carriers doing sufficient business to render such examination a practical benefit to the people of the State.

Litigation.

The litigation in which the Commission is involved is treated in detail in the report of special counsel to the Railroad Commission and made a part of this report. Your attention is invited therto.

Demurrage.

Reference was made in the last report of the Commission to the pending litigation involving the validity of the demurrage rules prescribed by the Commissioners. Reciprocal demurrage, that is, a fixed amount to be paid by the carrier to the shipper or consignee for delay in the transportation or delivery of goods, is a principle which the railroad companies throughout the United

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States have denounced, and even ridiculed. Prior to the institution of the suits above referred to, only one court of final resort, the Supreme Court of Mississippi, had passed upon the validity of reciprocal demurrage rules. The decision was in favor of the shippers or consignees. The Supreme Court of this State, since the last report, has affirmed the justice of the principle and the authority of this Commission to make rules requiring the railroads to pay such demurrage in proper cases.

RECOMMENDATIONS.

The Commissioners, in their report for the year ending March 1, 1907, recommended that a valid law be passed requiring separate passenger coaches for white and negro passengers. Such bills were introduced in both Houses and each body passed the bill before it, but in some way they seemed to have crossed, and the records of the Senate and House show that they died on the calendar at the close of the session. We called attention to this in our last report, and we now again recommend that such a law be passed by the Legislature of 1909.

The Railroad Commission law needs amendment in some particulars. The lack of power in the Commissioners to prescribe joint rates for rail and water carriers enables the railroads to deprive those living on or near water courses of the benefits they are entitled to by reason of their natural advantages, and gives rise to frequent complaints.

Penalties imposed by the Commissioners ought to be liens on the property of the carrier until they are paid or until they are determined in favor of the carrier. Such a provision in the present law would probably have saved to the State many penalties assessed against the Seaboard Air Line Railway, which are now jeopardized by that road having passed into the hands of receivers.

In nearly every proceeding the railroad companies deny the power of the Commission to act in the particular case, and although the Supreme Court has decided that

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they have large powers under the general terms of the law, some litigation might be avoided by having the powers in some instances made more specific. All technicalities about the forms of the orders and in proceedings to enforce them ought to be abolished, as they serve only to defeat the intention of the law and serve no good purpose.

Fines.

The fines imposed during the year are, in detail, as follows:

$100.00 against the South Georgia Ry. Co. for violating and disregarding the schedule of freight rates prescribed for it by the Railroad Commissioners. This fine was paid.

$150.00 against the receivers of the Seaboard Air Line Ry. for not unloading live stock for feed and water, as required by law.

$150.00 against the receivers of the Seaboard Air Line Ry. for not unloading live stock for feed and water, as required by law.

$250.00 against the receivers of the Seaboard Air Line Ry. for failure to file contract and agreement relating to car per diem.

Salaries and Expenses of Railroad Commission of Florida for Year Ending December 31, 1908.

Three Commissioners	$ 7,500.00
Secretary, 10 months	1,250.00
Counsel, part of year	4,192.00
Inspecting Engineer	2,100.00
Stenographer	945.00
Janitor	200.00
Legal expenses (witness fees, serving papers, etc.)	407.21
Stationery	159.32
Printing	1,305.40

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Postage.	507.07
Express and freight	16.37
Auditing Florida East Coast amount paid in 1908.	1,565.82
Auditing Louisville & Nashville R. R. amount paid in 1908	4,567.50
Auditing Atlanta & St. Andrews Bay R. R. amount paid in 1908	555.66
Audit and expenses at Jacksonville *in re* Trust Company of America vs. Railroad Com....	203.05
Filing cases, etc.	145.92
Ice tickets.	17.00
Law books	58.00
Telephone.	28.00
Telegraph.	93.14
Traveling expenses	1,820.76
T. A. Winfield for work on Express Rates....	292.30
Geo. M. Davis for work on rates.....	26.25
	$27,955.77

Respectfully submitted,

R. HUDSON BURR, Chairman.
NEWTON A. BLITCH,
ROYAL C. DUNN.

Attest: S. E. COBB, Secretary.

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REPORT OF SPECIAL COUNSEL.

Tallahassee, March 1, 1909.

Hons. R. Hudson Burr, Newton A. Blitch, Royal C. Dunn, Railroad Commissioners of the State of Florida.

Dear Sirs: The General Statutes (Section 2915) make it your duty to report annually to the Governor all transactions in your office by the first day of March. In order to enable you to perform this duty, so far as the litigation of your office is concerned, I make the following statement since February 26, 1908, the date of my last report:

Rate Cases.

The first matter of litigation which engaged my attention during the current year was the case of the Louisville & Nashville Railroad Company against you in the U. S. Circuit Court for the Northern District of Florida, to restrain you from reducing the passenger fares on its Florida lines, except the Pensacola division, from four to three cents a mile. This case has been turned over to me since my last report. I found that the railroad company had completed its testimony and rested its case some time previous, and that your original counsel had rightly advised it was necessary for you to secure certain testimony, which, until the adjournment of the last Legislature, you were without the means to obtain.

The railroad company had submitted a mass of figures tending strongly to show the unsatisfactory results of its operations in Florida. As this evidence has satisfied the court sufficiently to cause it to issue an injunction against the three-cent rate, it was plain that your case was, to say the least, in great jeopardy, unless it could

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be controverted. For this purpose a careful analysis and investigation of the figures submitted by the railroad company concerning the cost of its roads, their value, and the result of operation in Florida became necessary before you could proceed with your case. Under my advice, a letter was written to the Louisville & Nashville Railroad Company, inquiring whether it would permit an examination of its books and papers in the main office at Louisville, Ky., your powers to make compulsory examinations being confined to the limits of the State of Florida. The company replied, granting the privilege to such a limited extent that it would have been practically useless; whereupon, on March 31, 1908, you made an order requiring the railroad company to produce all the books and papers relating to its Florida business since May 8, 1897, at its office in Pensacola on April 14, 1908, for investigation and examination. This the railroad company declined to do; and on April 16, 1908, I filed in the Supreme Court a petition for a mandamus to compel obedience to the order. An alternative writ was issued to show cause, returnable May 26, 1908. On the latter day, a stipulation between the counsel for the railroad company and myself, as counsel for you, was filed by which the railroad company granted you full access to its books and papers at Louisville or elsewhere, containing transactions since May 8, 1897, and on those terms I agreed to dismiss and did dismiss the mandamus.

An audit of the railroad books was soon begun and is still progressing. When completed we shall be in a position to proceed with the cause.

The suit of the Colonial Trust Company (now the Trust Company of America) in the U. S. Circuit Court for the Southern District of Florida against you, as Railroad Commissioners, and the Florida East Coast Railway Company (a nominal defendant), to which I referred in my last report as a suit to enjoin a three-cent per mile passenger rate, and the establishment of station agencies on the line of that railway, is still pending and is in progress. The plaintiff has taken, and is still taking, a

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great mass of testimony, endeavoring to sustain its claim that the road has been unreasonably dealt with by your orders. I have attended the taking of this testimony both in New York and in Jacksonville, and am now about leaving to attend another session of the Master in the latter city. When the plaintiff shall close its case, we are in position to proceed with ours.

MANDAMUS CASES TO COMPEL OBEDIENCE TO RULES AND TARIFFS OF THE COMMISSION.

On information that the Florida East Coast Railway Company had recently disobeyed your orders for connections of its passenger trains at Orange City Junction, New Smyrna, Sanford and Titusville, which orders it had previously been obeying, I caused to be issued, at your request, on February 23, 1909, out of the Supreme Court, an alternative writ of mandamus, requiring it to show cause why it should not obey the order and make the connections as heretofore.

On the same day, also at your request, out of the same court, I caused to be issued an alternative writ of mandamus to the Atlanta & Saint Andrews Bay Railway Company to show cause why it should not observe the schedule of freight rates which you had prescribed for it.

The Supreme Court made these alternative writs of mandamus both returnable on March 9, 1909. The defendant railroad companies, therefore, have not yet put in their defenses.

Under date of February 22, 1909, the Louisville & Nashville Railroad Company notified you that it would not obey Rule 12 of your General Rules, requiring railroad companies to report wrecks on their Florida lines. The papers for a mandamus to compel obedience to the rule by this railroad company have been prepared, and will be filed in the Supreme Court when it assembles tomorrow morning.

You have also directed me to compel the railroad companies entering Jacksonville to comply with your rule

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15A, by which their recent increased rates for switching cars of lumber to be dressed, were disapproved, and a reasonable rate substituted therefor. I have directed the lumber people interested to obtain certain evidence, which I know exists, and when it has been obtained I shall comply with your directions and begin mandamus proceedings.

Inter-State Commerce Commission Cases.

During the Summer complaint was made of the inequality of the rates on cotton to Savannah from Alachua, Gainesville and Hawthorne. Upon investigation it appeared that, while these three points were an equal distance to the mile from Savannah by the Seaboard Air Line Railway, the rate per 100 pounds from Alachua was 39 cents; from Gainesville, 40 cents, and from Hawthorne, 68 cents. As there seemed to be no reason why each place should not have a 39-cent rate, the Seaboard, and the Atlantic Coast Line, which also touches these points, were called upon to make the reduction. On their refusal to comply, except by a reduction to 45 cents from Hawthorne, which was the same rate that the Hawthorne shipper could get by making a local shipment to Gainesville and there having it re-shipped to Savannah, I filed at your request, a petition in September with the Inter-State Commerce Commission against both the roads to decree the same rate from all three places. Testimony was taken before the Examiner in Jacksonville, and the cause has been submitted to the Inter-State Commerce Commission upon printed briefs. No decision has yet been rendered.

Papers complaining of the rates on cotton from points on the Pensacola & Atlantic Division of the Louisville & Nashville Railroad to New Orleans have been placed in my hands for investigation, and if the facts justify action, as it would seem they do, a complaint will be filed with the Inter-State Commerce Commission for a reduction of the rates.

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Phosphate Rates and Regulations.

I have had placed in my hands for collection numerous claims for overcharges on phosphate moving to the ports of Fernandina and Port Tampa. As the United States has jurisdiction over exports moving from a point in this State to a port in the same, if designated as exports, the practice of the shippers in persisting in billing their shipments to a certain named steamer at the port very unnecessarily complicates the situation. If they would simply bill to the port, as they have been advised to do, their shipments would be within the jurisdiction of this State and of your Commission.

Seaboard Air Line Railway Receivership.

The receivership of the Seaboard Air Line Railway, to which I referred in my last report, continues to render the enforcement of specific orders against that road more difficult. The receivers represent the United States Court in Virginia, which originally appointed them, and also the United States Court of the Fifth Circuit, which includes this State. Consequently no mandamus can reach them, and the only remedy against them is by application in the courts appointing them.

Penalty Cases.

In the past year I have begun nine common law suits in which the defendants are, respectively, the Atlantic Coast Line, the receivers of the Seaboard, the Florida East Coast Railway Company, and the Georgia Southern & Florida Railway Company. These suits are pending in the counties of Columbia, Duval, Jefferson and Orange, and are based on violations of Demurrage Rules 11 and 19, of Section 2907 of the General Statutes, which requires railroad companies to file with you their contracts for the use and transportation of cars, and of the statute requiring railroad companies to unload live stock for feed and water once every twenty-eight hours.

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There are now pending thirty-two common law cases, all but two of them in the several Circuit courts; two mandamus cases in the Supreme Court, and six chancery suits, involving freight and passenger rates, in the United States Circuit Courts in this State. Most of the common lawsuits are for penalties imposed for violation of the rules. The railroad companies naturally contest every case of penalty, and as the law requires a high degree of technicality in the orders of the Commission, and some of the old orders are in some respects defective, it is not surprising that the process of collecting penalties is a slow one, especially as every case must go through appeals to the highest court having jurisdiction. The Railroad Commission law ought to be so amended that the orders of the Commission need not conform to the technical particularity of an indictment for crime, and a simple, easily understood method of collecting penalties, without undue technicality, ought to be provided. From my own observation, and from information derived from those who are engaged in similar work in other States, I am satisfied that the railroad companies of this country have determined to resist, by concerted action, every order of any importance made for their regulation by the railroad commissions in the several States, and to compel the commissions to resort to the courts for enforcement of these orders, hoping thereby to wear out the commissioners and the public by protracted litigation. Signs that they will deal in like manner with the Inter-State Commerce Commission are not wanting. There is only one way to meet such a situation: Carefully to investigate the facts and the law before taking action, and thus be prepared to enter into the contest and remain in it, until the court of last resort has settled the rights of the parties. As I have said, the process may be long, but the staying power of the State ought to be as great as that of any railroad company or of all the railroad companies operating within her limits.

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Supreme Court Cases.

With reference to this subject your position has been materially strengthened by the result of the decisions of the Supreme Court on Demurrage Rule 8 and Freight Rule 3, in suits on which I made reference in my last report. Four cases involving these rules went up from the Circuit Court of Orange County. Demurrage Rule 8 requires the railroad companies to pay to a shipper the same amount for delay in transporting his goods as they charge him for delay in retaining their cars; and Freight Rule 3 requires railroad companies to perform their duties as common carriers. The Supreme Court affirmed the validity of both these rules, which had been held invalid by the Circuit Court.

It would be impracticable, in the space of this report, to give complete analyses of the learned opinions in these cases. They may be read in State v. Atlantic Coast Line R. R. Co., 47 Southern Reporter, 387; R. R. Commissioners v. Same, 47 So. Rep. 870; State v. Same, 47 So. Rep., 969, and State v. Seaboard Air Line Railway, 47 So. Rep., 986. I may refer, however, to some of the more important questions settled in these opinions:

1. The Railroad Commission law is constitutional and valid, and does not attempt to delegate purely legislative powers to the Railroad Commissioners.

2. The power to make reciprocal demurrage rules in favor of shippers is among the powers confided to the Commissioners; but on the liability of the railroad companies thus created, the shippers or parties interested must sue, and not the Commissioners, for their use. Neither can the Commissioners inflict a penalty on the railroad company for not paying the reciprocal demurrage. This last point is of no practical importance, as the court holds that the Commissioners may penalize for failure to perform the carrier's duty under the rule to move or transport freight within the time prescribed.

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3. Rules requiring railroads to act as common carriers are within the power of the commission, and it is no objection to a rule that it imposes a duty which is also imposed by the Commission law. It is, however, essential in such cases that the order or the declaration should name the points of origin and of destination of the freight.

4. If a valid excuse exists for not obeying a rule of the Railroad Commission, there can be no penal violation of the rule. This is a much contested point in other States, and perhaps in the United States Courts, but by this decision it is settled for us in favor of the position taken by the State.

5. The rules in question do not deprive the carriers of their property without due process of law, nor deny them the equal protection of the laws, nor do they illegally interfere with inter-State commerce.

This report takes no account of the necessary journeys and other details relating to litigation, nor of attendance on your hearings, and advice and opinions rendered you in the daily routine of your office.

Respectfully submitted,

LOUIS C. MASSEY,
Counsel.

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REPORT OF INSPECTING ENGINEER.

Tallahassee, March 1, 1909.

Hons. R. Hudson Burr, Newton A. Blitch, Royal C. Dunn, Railroad Commissioners of the State of Florida.

Gentlemen: I have the honor to submit herewith my annual report for the year ending February 28, 1909.

My work for the greater part of the year has been confined principally to making examinations of the roads in Florida and furnishing you with a report of their condition. This work has been outlined by you under written instructions for each road that I have gone over.

In making these examinations I have taken notes from the rear end of passenger trains, sufficient to give me a general idea of the condition of the road and the amount of work being done on roadway and track.

In cases where I found the road in bad condition, I have gone over the line on foot so that I could make report in detail. These reports are on file in the office, and would occupy too much space to give them here.

These reports will show that there has been an improvement in the condition of the roads throughout the State during the year. While there has been an improvement in the condition of the roads generally, there is considerable track on some main lines and on branches, that can be put to a much better surface than they now show, without any very great increase in the cost of operations.

I find from my investigations that the main cause of rough track, or track not put to a smooth surface, is due to the small force employed on the track, and in some cases to the condition of the rail. There is no track on any of the roads that cannot be put to a good surface and maintained in that condition, if sufficient force was employed and track material furnished to do the work, and the increased cost of maintenance of roadway and track would have the effect of reducing the cost of

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maintenance of equipment caused by rough track and derailments, and would not increase the total cost of operations to any great extent.

While there is a very small percentage of track ballasted with any other material than sand, the roadbed of the roads in Florida is composed of material that makes a good foundation for the track, with few exceptions. The exceptions are those places where seepage water from springs comes into the cuts—they are mostly in the clay soils and constitute a very small percentage of the roads. These places can be put in good condition by widening the cuts sufficient to afford good drainage for the track, and ballasting with some material to get the ties out of the mud. In some cases tile drainage should be resorted to. Where the rail shows side kinks and is surface-bent, it is impossible to put the track to a smooth surface and good alignment. This is the condition of considerable track laid with a rail of from 40 to 60 pounds.

This rail has been bent under traffic where the track has been allowed to remain out of surface, and tie renewals have not been kept up. In some places the rails used were relaying rails taken from some other part of the road and were in bad condition when they were put down.

Improvements have been made on the railroads in Florida, and they are in better condition now than they have ever been. These improvements consist of:

Changes in the alignment of road, where changes of line have been made at considerable expense to reduce grades, eliminate curves and reduce the percentage of curved line. This is shown on the Atlantic Coast Line at the crossing of the St. Mary's River near Folkston, in the changes of line in Citrus County on the line from Live Oak to Lakeland, and in the changes now being made near Worthington Springs.

Improvements to Roadbed.—The roadbed has been improved by widening cuts and embankments, and by ditching, to afford better drainage for the track. This is more

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noticeable on some branch lines where the roadbed has been in part rebuilt.

Improvements to Trestles.—This is shown where culverts have been put in and trestles filled, and where the strength of trestles have been increased to carry the heavy rolling stock now in use.

In Rail Renewals.—The improvements are in the increased weight of rail, that have been put down on main line, and in rail renewals on branch lines.

The track shows an improvement in condition, in the extensive tie renewals that have been made during the year, and a general improvement in surface and alignment.

Respectfully submitted,

FRANK P. DAMON,

Inspecting Engineer.

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APPENDIX A.

ORDERS.

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ORDERS.

ORDER NO. 224.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER RATES OF THE ATLANTIC COAST LINE RAILROAD COMPANY.

WHEREAS, at a session of the Railroad Commissioners of the State of Florida, held in the City of Jacksonville on the 19th day of March, 1908, a hearing was had on the subject of the passenger rates on the lines of the Atlantic Coast Line Railroad Company in Florida, at which session the company was represented by Mr. W. J. Craig, its Passenger Traffic Manager, who submitted on behalf of the company a proposition to put in the reduced passenger rates, both flat and mileage, hereinafter set forth.

AND WHEREAS, at the said session it was agreed between the Railroad Commissioners and the Atlantic Coast Line Railroad Company that the said reduced passenger rates should be put into effect on June 1, 1908, subject to certain terms and conditions, which said reduced rates and the terms and conditions relating thereto are as follows:

(1) A flat intra-state passenger rate of two and three-quarters (2¾) cents per mile distance traveled between all points on its line, except the following branch lines:

St. Johns and Lake Eustis Branch, between Astor, Leesburg and Lane Park.

Sanford and Tavares Branch, between Sanford and Tavares.

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Sanford and St. Petersburg Branch, between Sanford and St. Petersburg.

Tampa and Thonotosassa Branch, between T. & T. Junction and Thonotosassa.

St. Cloud Sugar Belt, between Kissimmee and Narcoosee.

Florida Midland Railroad, between Kissimmee and Apopka.

Homosassa Branch, Gulf Junction to Homosassa.

Oviedo Branch, between Sanford and Lake Charm.

Tiger Bay Branch, between Winston and Tiger Bay, Newberry to Perry Extension and on said branch lines a flat intra-state passenger rate of three (3) cents per mile distance traveled.

For children under twelve and over five years of age, one-half of the above rates; children under five years of age, free when accompanied by a passenger paying adult fare. Provided, that where the amount of the ticket at the prescribed rates will amount to any figure between the two multiples of five, the price of the ticket shall be the multiple of five, which is nearest the price of the ticket at the rates above mentioned, or in the event that the amount is equidistant between the two multiplies of five, the price charged for the ticket shall be on the basis of the higher of these two multiples of five; with a minimum charge of ten (10) cents; and with the right to make an extra charge of fifteen (15) cents against any person boarding a train without a ticket at a point at which a ticket might have been purchased. And provided further, that if after a reasonable trial, that is, a trial for not less than twelve (12) months, the same shall be found to be not reasonably remunerative, application will be made to the Railroad Commissioners of Florida to increase the said passenger rates of two and three-quarters (2¾) cents, and three (3) cents per mile, and if the said Commissioners shall fail or refuse for thirty (30) days after application by the said railroad company to give relief to

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which the company considers it is entitled to receive, the company shall not be deemed to have in any way waived or surrendered any of its legal rights to relief in any court of competent jurisdiction, and its right to such relief shall not be impaired nor in any way prejudiced by this agreement, nor by the fact that said rates had been put into effect and had been given a trial under this agreement; but the company, in applying for relief from the said reduced rates, shall not apply for a greater advance than a restoration of the present passenger rates.

(2) Mileage books within the State of Florida during the said trial period of twelve (12) months will and shall be issued by the company as follows:

(a) A two thousand-mile book for intra-state travel in Florida, interchangeable with such of the solvent roads of the State as will consent thereto, at a rate of two (2) cents per mile, subject to minimum of five miles; good for heads of firms or their employees, or officers and employees of corporations; the book to carry not exceeding the names of five (5) persons in number; their names to be furnished and inserted in the book at time of purchase. But this ticket will be confined to the use of one person at one time and carries with it the privilege of free transportation of 150 pounds of baggage.

(b) A one thousand-mile book to individuals at rate of two (2) cents per mile subject to minimum of five miles, good only for travel by purchaser whose name shall be inserted in book at the time of purchase, and good only for intra-state travel in Florida and interchangeable with such of the solvent roads of the State as will consent thereto. This book carries with it the privilege of free transportation of 150 pounds of baggage.

(c) A five hundred-mile book to be issued to heads of families and to dependent members thereof for intrastate travel, good for passage only over the At-

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lantic Coast Line Railroad; the names to be furnished and inserted in the book at time of purchase. This book is to be sold at rate of two and one-quarter (2¼) cents per mile with a minimum of four miles for each passenger carried, and carries with it the privilege of free transportation of 150 pounds of baggage.

(d) All of said mileage books not transferable and to be limited for use for one year from date of purchase, and the unused portions thereof redeemable if presented within sixty days after expiration thereof on the basis of charging two and three-quarters (2 3-4) cents per mile for the portion used.

Now, Therefore, it is ordered that the foregoing passenger rates, both flat and mileage, be made and fixed for the Atlantic Coast Line Railroad Company to take effect on June 1, 1908, subject to all the terms and conditions of the agreement aforesaid.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 23d day of March, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 225.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE EXAMINATION OF THE BOOKS AND PAPERS OF THE LOUISVILLE & NASHVILLE RAILROAD COMPANY RELATING TO ITS INTRA-STATE BUSINESS IN FLORIDA.

To the Louisville & Nashville Railroad Co.:

WHEREAS, by the laws of this State the Railroad Commissioners are charged with the duty of investigating

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the books and papers of all railroads, railroad companies and common carriers doing business in this State, to ascertain if the rules and regulations prescribed by the said Commissioners have been complied with, and they are given power and authority to make personal visitation of railroad offices, stations and other places of business for the purpose of such examinations.

AND WHEREAS, the said Railroad Commissioners in the discharge of the duty so imposed upon them have determined that they will next investigate the books and papers of you, the said Louisville & Nashville Railroad Company, a railroad company existing under the laws of the State of Kentucky, but doing business in this State and operating lines of railway from points in this State to points in this State as well as to points in other States.

AND WHEREAS, the said Railroad Commissioners have ascertained that many of your books and papers relating to your intrastate business in Florida, which the Commissioners are charged to examine, are kept and are at the present time, and have been for some time past kept outside of the limits of the State of Florida, namely at your offices in the City of Louisville and State of Kentucky; and it is essential to the proper performance of the said duty of the said Commissioners that the said books and papers shall be brought within the limits and the jurisdiction of the State of Florida where they rightfully belong, and brought to your main office in the State, namely in the City of Pensacola.

NOW THEREFORE, the Railroad Commissioners of the State of Florida do hereby order that you, the said Louisville & Nashville Railroad Company, shall transmit from your offices in the City of Louisville aforesaid to the principal office which you maintain in the City of Pensacola aforesaid, and have in your said office in Pensacola on the 14th day of April, A. D. 1908, at 3 o'clock p. m., all books and papers containing the complete records and accounts of your business, transactions and doings since the 8th

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day of May, A. D. 1897, as a railroad corporation and common carrier operating lines of railway from points in Florida to points in Florida, so that the said books and papers may be investigated and examined by or under the supervision of the said Railroad Commissioners or by or under the supervision of any one of their number who may be duly appointed by them to make such investigation and examination.

Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 31st day of March, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 226.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES AT PLANT CITY, FLORIDA, FOR THE ATLANTIC COAST LINE RAILROAD COMPANY.

Upon application made to the Railroad Commissioners on April 9, 1908, by Mr. Morton Riddle, General Superintendent, representing the Atlantic Coast Line Railroad Company, for a postponement of the time for the completion of the passenger depot at Plant City,

It is hereby ordered and adjudged that the time for the completion of the passenger depot at Plant City by the Atlantic Coast Line Railroad Company, which was set for July 1st, 1908, in Order No. 210, be, and the same is, hereby extended until October 1st, 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 16th day of April, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 227.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES AT PLANT CITY, FLORIDA, FOR THE SEABOARD AIR LINE RAILWAY.

Upon application made to the Railroad Commissioners by S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, Receivers for the Seaboard Air Line Railway, for a postponement of the time for the completion of the passenger depot at Plant City.

It is hereby ordered and adjudged that the time for the completion of the passenger depot at Plant City by the Seaboard Air Line Railway, which was set for July 1st, 1908, in Order No. 211, be, and the same is, hereby extended until October 1, 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 16th day of April, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 227½.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER RATES ON THE SEABOARD AIR LINE RAILWAY.

WHEREAS, at a session of the Railroad Commissioners of the State of Florida held in their office in the City of

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Tallahassee on the 10th day of April, 1908, a proposition was received from S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, Receivers for the Seaboard Air Line Railway, through W. A. Garrett, their Chief Executive Officer, in which they proposed to put in the reduced passenger rates, both flat and mileage, hereinafter set forth, except that they proposed to continue the three (3) cent per mile rate on the line between Jacksonville and River Junction, to which the Railroad Commissioners objected, whereupon it was agreed that the rate on the said line should be two and three-quarters (2¾) cents per mile.

AND WHEREAS, it has been agreed between the Railroad Commissioners and the said Receivers that the said reduced passenger rates should be put into effect on June 1st, 1908, subject to certain terms and conditions, which said reduced rates and the terms and conditions relating thereto are as follows:

(1) A flat intrastate passenger rate of two and three-quarters (2¾) cents per mile distance traveled between all points on its line, except the following lines:

Fernandina to Baldwin.
Monticello to Drifton.
Tallahassee to St. Marks.
Starke to Wannee.
Waldo to Cedar Key.
Silver Springs Junction to Silver Springs.
Wildwood to Lake Charm.
Lake Charm to Winter Park.
Sumterville Junction to Sumterville.
Archer to Eagle Mine.

And on said branch lines a flat intrastate passenger rate of three (3) cents per mile distance traveled.

For children under twelve and over five years of age one-half of the above rates; children under five years of age, free when accompanied by a passenger paying adult fare. Provided, that where the amount of the ticket at the prescribed rates will amount to any figure between

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the two multiples of five, the price of the ticket shall be the multiple of five which is nearest the price of the ticket at the rates above mentioned, or in the event that the amount is equidistant between the two multiples of five, the price charged for the ticket shall be on the basis of the higher of these two multiples of five; with a minimum charge of ten (10) cents; and with the right to make an extra charge of fifteen (15) cents against any person boarding a train without a ticket at a point at which a ticket might have been purchased. And provided further, that if after a reasonable trial, that is, a trial for not less than twelve (12) months, the same shall be found to be not reasonably remunerative, application will be made to the Railroad Commissioners of Florida to increase the said passenger rates of two and three-quarters (2 3-4) cents, and three (3) cents per mile, and if the said Commissioners shall fail or refuse for thirty (30) days after application by the said Receivers or the said Railway Company to give relief which they consider they are entitled to receive, they shall not be deemed to have in any way waived or surrendered any of their legal rights to relief in any court of competent jurisdiction, and their rights to such relief shall not be impaired nor in any way prejudiced by this agreement, nor by the fact that said rates had been put into effect and had been given a trial under this agreement; but they in applying for relief from the said reduced rates shall not apply for a greater advance than a restoration of the present passenger rates.

(2) Mileage books within the State of Florida during the said trial period of twelve (12) months will and shall be issued by the Receivers or the Company as follows:

(a) A two thousand mile book for intrastate travel in Florida, interchangeable with such of the solvent roads of the State as will consent thereto, at a rate of two (2) cents per mile, subject to minimum of five miles; good for heads of firms or their employees, or officers and employees of corporations; the book to

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carry not exceeding the names of five persons in number; their names to be furnished and inserted in the book at the time of purchase. But this ticket will be confined to the use of one person at one time and carries with it the privilege of free transportation of 150 pounds of baggage.

(b) A one thousand mile book to individuals at rate of two cents per mile subject to minimum of five miles, good only for travel by purchaser whose name shall be inserted in book at the time of purchase, and good only for intrastate travel in Florida and interchangeable with such roads of the State as will consent thereto. This book carries with it the privilege of free transportation of 150 pounds of baggage.

(c) A five hundred mile book to be issued to heads of families and to dependent members thereof for intrastate travel, good for passage only over the Seaboard Air Line Railway; the names to be furnished and inserted in the book at time of purchase. This book is to be sold at rate of two and one-quarter (2 1-4) cents per mile with a minimum of four miles for each passenger carried, and carries with it the privilege of free transportation of 150 pounds of baggage.

(d) All of said mileage books not transferable and to be limited for use for one year from date of purchase, and the unused portions thereof redeemable if presented within sixty days after expiration thereof on the basis of charging two and three-quarters (2 3-4) cents per mile for the portions used.

NOW, THEREFORE, It is ordered that the foregoing passenger rates, both flat and mileage, be made and fixed for the Seaboard Air Line Railway to take effect on June 1, 1908 subject to all the terms and conditions of the agreement aforesaid.

Done and Ordered by the Railroad Commissioners of

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the State of Florida in session at their office in the City of Tallahassee, Florida, this 4th day of May A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 228.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE DISCONTINUANCE OF PASSENGER TRAINS NOS. 82 AND 83 BETWEEN LAKELAND AND FORT MYERS, ON THE ATLANTIC COAST LINE RAILROAD COMPANY.

WHEREAS, Petitions by the citizens of Gardner, Ft. Ogden, Plant City, Lakeland, Tampa, Ft. Myers and other places have been filed with the Railroad Commissioners of the State of Florida, beginning on or about the 14th day of May requesting the said Railroad Commissioners not to permit the Atlantic Coast Line Railroad Company to discontinue trains Nos. 82 and 83 between Fort Myers and Lakeland,

AND WHEREAS, The said Railroad Commissioners on or about May 19th and May 22nd notified the said Atlantic Coast Line Railroad Company not to discontinue said trains until further advice from the Commission, and Whereas, the said Railroad Company notified the said Railroad Commission under date of May 21st, 1908, that it intended to discontinue the said trains, effective May 31st, 1908, and Whereas, the said Railroad Commissioners found it impossible to give thorough and exhaustive investigation of the subject, as is necessary, before the said date of May 31st, 1908, and Whereas, the said Railroad Company on May 23rd, 1908, was duly notified by the

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said Railroad Commissioners that they would hold a meeting at their office in the city of Tallahassee on May 25th, 1908, at four o'clock p. m., when and where it should have an opportunity to show cause, if any it had, why an order should not be made requiring it not to discontinue the passenger trains between the points aforesaid until a further order of the Railroad Commissioners, and at the time and place appointed the said Railroad Company appeared by Mr. Morton Riddle, general superintendent of its Third Division, and was duly heard; and, Whereas, the said Railroad Commissioners are of the opinion that they cannot investigate the matter and do justice to the public and to the railroad company before May 31st, 1908,

NOW, THEREFORE, It is ordered by the Railroad Commissioners of the State of Florida, that the Atlantic Coast Line Railroad Company shall not discontinue passenger trains Nos. 82 and 83 between Lakeland and Ft. Myers until the further order of the Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this the 25th day of May, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 229.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF DISCONTINUING PASSENGER TRAINS NOS. 24 AND 25 BETWEEN SANFORD AND TRILBY, ON THE ATLANTIC COAST LINE RAILROAD COMPANY.

WHEREAS, Complaint was made to the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company was about to discontinue passenger trains Nos. 24 and 25 on its branch from Sanford to Trilby, and that said discontinuance would be detrimental to the public,

AND WHEREAS, the said Railroad Commissioners thereupon on May 30, 1908, notified the said Atlantic Coast Line Railroad Company that they would hold a meeting to consider and determine said matter, at their office in the City of Tallahassee, on the 2nd day of June, 1908, when and where it should have full opportunity to be heard thereon.

AND WHEREAS, On the said day and at the said place the parties appeared; that is to say, Messrs. G. J. Strozier and H. C. McRae on behalf of the complaint, and Hon. W. A. Carter, counsel, and Mr. Morton Riddle, general superintendent of the Third Division, on behalf of the said railroad company, and were heard, and the Railroad Commissioners after due consideration, being fully advised of their action in the premises,

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find that the withdrawal of said trains will cause the said branch line from Sanford to Trilby not to be properly operated for passenger service, and will be detrimental to the interest of the public and will cause great inconvenience in the matter of con-

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nections; and they do hereby order that the Atlantic Coast Line Railroad Company shall not withdraw or discontinue said trains Nos. 24 and 25 on its said branch from Sanford to Trilby either in whole or in part until otherwise ordered by the said Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 2nd day of June, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 230.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF AMENDMENT OF CLASSIFICATION NO. 3 OF THE RAILROAD COMMISSION OF FLORIDA RELATIVE TO GREEN SALTED HIDES AND OTHER ARTICLES.

This matter coming on to be heard on March 20, 1908, after due notice to all railroad companies and common carriers doing business wholly or in part within the State of Florida, and said railroad companies and common carriers having been given an opportunity to be heard:

IT IS HEREBY ORDERED AND ADJUDGED, that Classification No. 3 of the Railroad Commission of Florida be amended as follows:

By striking out the following on page 38:

	Class.
"Hides, green salted.....	6

And by inserting in lieu thereof the following:

"Hides, green salted, L. C. L.....		6
Same, C. L.....	80% of	6

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And that the other proposed amendments mentioned in the said notice be held under further advisement.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 23rd day of June, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 231.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT OF RULE 27 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter coming on to be heard on the 10th day of April, A. D. 1908, after due notice to all the railroads and common carriers doing business wholly or in part within the State of Florida, and they having been given a full opportunity to be heard thereon, and the Railroad Commissioners being now fully advised what action they shall take in the premises:

IT IS HEREBY ORDERED AND ADJUDGED, that Rule 27 of the "Rules governing the transportation of freight" be and the same is hereby amended by striking out the words "fifty cents" wherever they occur in said Rule and inserting in lieu thereof the words "twenty-five cents."

It is further ordered that Rule 27 aforesaid, as so amended, shall take effect July 6, 1908.

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Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 29th day of June, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 232.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF A JOINT PASSENGER DEPOT AT PLANT CITY, FLORIDA, FOR THE ATLANTIC COAST LINE RAILROAD COMPANY, AND THE SEABOARD AIR LINE RAILWAY.

The joint petition of the Atlantic Coast Line Railroad Company and S. Davis Warfield, R. Lancaster Williams and E. C. Duncan as receivers of the Seaboard Air Line Railway, together with the petition of citizens of Plant City, Florida, having been presented, wherein it is prayed that Orders Nos. 210 and 211, made December 15, 1907, and requiring the said railroad companies (the Seaboard Air Line Railway at that time operating its road), each for itself to build a passenger depot at Plant City, Florida, and to complete the same on or before July 1, 1908, which was afterwards by orders 226 and 227 extended to October 1, 1908, may be so modified as to permit the said Atlantic Coast Line Railroad Company and the said receivers of the Seaboard Air Line Railway to construct a joint passenger depot at Plant City aforesaid, in lieu of the separate passenger depots heretofore ordered as aforesaid, and the same to be completed on or before December 1, 1908:

IT IS THEREFORE ORDERED, that the Atlantic

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Coast Line Railroad Company and S. Davis Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, each of which railroads does a passenger business from points in Florida to points in Florida, do erect and construct, so that the same shall be completed on or before December 1, 1908, a joint passenger depot at Plant City, Florida, according to the plan attached to the said petitions, which plan is hereby approved.

IT IS FURTHER ORDERED, that such joint passenger depot shall be in lieu of the passenger depot which the Atlantic Coast Line Railroad Company was required by Order No. 210 to construct, and also in lieu of the passenger depot which the Seaboard Air Line Railway was required by Order 211 to construct, at Plant City aforesaid, and that Orders Nos. 210 and 211 are hereby rescinded.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 29th day of July, 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 233.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE DISCONTINUANCE OF PASSENGER TRAINS NOS. 82 and 83 BETWEEN LAKELAND AND FORT MYERS ON THE ATLANTIC COAST LINE RAILROAD.

And now a further hearing having been fixed in this matter for this day at 10 o'clock a. m., of which the At-

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lantic Coast Line Railroad Company had due notice, but at which it failed to appear, and the Railroad Commissioners having prior to the date of such hearing made a further investigation of the subject matter through Commissioner Blitch, who was duly designated to inspect the travel on the said trains and to make report to the Board thereon, which report was made and was before the Board on this day, and the said Board being fully satisfied that it will be detrimental to the interests of the public that said trains should be withdrawn,

IT IS HEREBY ORDERED, that the Atlantic Coast Line Railroad Company shall not discontinue its said trains Nos. 82 and 83 running wholly within the State of Florida, between Lakeland, Florida, and Fort Myers, Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, the 12th day of August, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 234.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE GEORGIA, FLORIDA & ALABAMA RAILWAY COMPANY FOR VIOLATION OF RULE 11 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS."

This charge came on for hearing on Monday, August 24, 1908, at 3 o'clock p. m., when the railroad company

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aforesaid appeared and witnesses were examined on behalf of and against the charge, and thereupon after due consideration, it appears that the preponderance of the evidence adduced before them is with the defendant, and the charge is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 28th day of August, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 235.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SOUTH GEORGIA RAILWAY COMPANY FOR VIOLATING AND DISREGARDING THE SCHEDULE OF FREIGHT RATES PRESCRIBED FOR IT BY THE RAILROAD COMMISSIONERS.

The charge in this matter, after ten days' notice thereof and of the time and place appointed for hearing the same to the defendant, the South Georgia Railway Company, came on to be heard before the Railroad Commissioners of the State of Florida on September 22, A. D. 1908, at 10 o'clock a. m., at Tallahassee, the time and place appointed in the said notice, when and where the defendant railroad company appeared by Mr. C. I. Harrell, its general freight and passenger agent, and was duly heard upon the said charge and admitted the truth thereof:

It was also shown that the Railroad Commissioners had on several occasions prior to the date of the charge in the proceeding informally called the attention of the de-

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fendant company to the fact that it was operating a schedule of freight rates in the State of Florida not authorized by law, and that the defendant company continued to operate such illegal schedule even after the service of the notice and down to the date of the hearing.

THEREFORE, the said Railroad Commissioners do find and adjudge that the defendant, the South Georgia Railway Company, has been guilty, as charged, of violating and disregarding the schedule of freight rates duly prescribed by them for the transportation of freight between points on its line of railway in the State, by changing and putting into effect in lieu thereof on January 2, A. D. 1908, and on divers other days thereafter to August 15, A. D. 1908, a certain tariff of freight rates known as its Florida Local Tariff No. 2, for the transportation of freight wholly within this State between points therein on its line of railway which had not been prescribed by the said Railroad Commissioners and which in divers instances increased the rates which the defendant was authorized by the legal schedule aforesaid to charge and put into effect, and that it, the said defendant, has by said violation and disregard incurred a penalty for such offense which the said Railroad Commissioners do hereby fix and impose in the sum of one hundred dollars.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 23rd day of September, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 236.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

APPLICATION OF THE ATLANTIC COAST LINE RAILROAD COMPANY AND WINSTON & BONE VALLEY RAILROAD COMPANY FOR PERMISSION FOR ATLANTIC COAST LINE RAILROAD COMPANY TO PURCHASE THE PROPERTY, RIGHTS, PRIVILEGES AND PRANCHISES OF WINSTON & BONE VALLEY RAILROAD COMPANY.

This matter coming on this day to be heard, upon the application of the Atlantic Coast Line Railroad Company and the Winston & Bone Valley Railroad Company, for permission for the Atlantic Coast Line Railroad Company to purchase the property, rights, privileges and franchises of the Winston & Bone Valley Railroad Company, and the Commissioners having duly considered the same,

IT IS HEREBY ORDERED, that special authority is hereby given to said Winston & Bone Valley Railroad Company to sell, and to said Atlantic Coast Line Railroad Company to purchase the property, rights, privileges and franchises of the said Winston & Bone Valley Railroad Company, situate in the State of Florida, in accordance with the provisions of Section 2812, General Statutes of the State of Florida, 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 15th day of October, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 237.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF AN AGENCY AT GROVE PARK, FLORIDA, A STATION ON THE LINE OF THE ATLANTIC COAST LINE RAILRAOD COMPANY.

This matter coming on to be heard on this day, after due notice to the Atlantic Coast Line Railroad Company, a corporation operating lines of railway as a common carrier between points in Florida, the said corporation appeared by Hon. W. R. Kay, its assistant general counsel, and Mr. Morton Riddle, the general superintendent of its Third Division, and was heard:

AND THEREFORE, IT IS ORDERED, that the Atlantic Coast Line Railroad Company establish an agency at its station at Grove Park, Florida, for the purpose of receiving freight for transportation, and procuring for the shippers the conductors' receipts for the same; of delivering freight to consignees, and of safeguarding the freight while at the station. Provided, that the said station shall remain a prepay station in all other respects as before, and that this Order shall not be held to prevent the Atlantic Coast Line Railroad Company from conferring other and further authority upon its said agent in its discretion.

Ordered by the Railroad Commission of the State of Florida in open session at their office in the City of Tallahassee this 15th day of October, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 238.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE TRAIN SERVICE OF THE TALLAHASSEE, PERRY & SOUTHEASTERN, AND ST. MARKS BRANCHES OF THE SEABOARD AIR LINE RAILWAY.

This matter came on to be heard at Tallahassee on October 14, 1908, pursuant to a notice to S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, receivers of the Seaboard Air Line Railway, to appear and show cause on October 7, 1908, which was afterwards postponed with notice to said receivers, until October 14, 1908, why they should be permitted to discontinue the then existing train service on the said branches; at which place and time the said receivers appeared by Hon. George P. Raney, their counsel, and Mr. W. A. Witt, their superintendent, and were fully heard, as well as the complainants.

AND THEREFORE, after due consideration, the Railroad Commissioners find that for several years last past the train service as operated by the Seaboard Air Line Railway over the Tallahassee, Perry & Southeastern branch and over the St. Marks branch has been one mixed train in each direction daily except Sunday, the same train running over both branches and wholly within this State, down to October 1, 1908, when the said trains were discontinued on Mondays, Wednesdays and Fridays; that the tri-weekly train service on the said branches is insufficient both as to freight and passenger service for the needs of the public; that a daily service in each direction except on Sunday ought to be maintained for the proper accommodation of the public, and that the said trains were discontinued after the service of the notice aforesaid upon the said receivers.

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AND IT IS THEREFORE ORDERED that the said receivers of the Seaboard Air Line Railway do operate a mixed train daily except Sunday in each direction over each of the said branches as heretofore, beginning on Monday, October 26, 1908.

Ordered in open session at our office in the City of Tallahassee, this 17th day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 239.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER AND FREIGHT SERVICE AT SUMTERVILLE ON THE SEABOARD AIR LINE RAILWAY.

This matter, after due notice in writing to S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as receivers of the Seaboard Air Line Railway, came on to be heard on June 20, 1908, at Tallahassee, the time and place appointed for the hearing, when and where the said receivers appeared by Hon. George P. Raney, their counsel; by Mr. R. E. Boswell, their superintendent, and by Mr. D. E. Maxwell, their general agent, and the citizens of Sumterville appeared by Mr. D. L. Belton and Hon. J. B. C. Koonce, and the said parties were fully heard. And thereupon the said Railroad Commissioners find that Sumterville, Florida, is a station on the line of the said Seaboard Air Line Railway, which operates lines of rail-

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way from points in Florida to points in Florida, and is situated on a spur track about two miles and a fifth from Sumterville Junction, Florida, a station on the main line of said railway between Jacksonville, Florida, and Tampa, Florida; that it enjoys no passenger train service whatever from the said railway, which is the only line extending into or operated near to it; that the public convenience and comfort require that some passenger train service be rendered to Sumterville.

AND IT IS THEREFORE ORDERED that, effective November 10, 1908, the said receivers of the Seaboard Air Line Railway shall cause passenger trains Nos. 43 and 66, both of which are intra-state trains, to run into Sumterville aforesaid and there stop a sufficient length of time for receiving and discharging passengers, baggage and express matter. And as to the freight service the complaint is retained for further consideration.

Ordered in open session at our office in the City of Tallahassee, this 17th day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 240.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PHYSICAL CONDITION OF THE LINE OF RAILWAY OF THE TAVARES & GULF RAILROAD COMPANY.

This matter came on to be heard on October 15, 1908, at Tallahassee, pursuant to a written notice dated October

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1, 1908, and given to the said railroad company, when and where the said railroad company appeared by Mr. W. M. Brittain, its vice-president and general manager, and was duly heard.

And thereupon, after due consideration, it is declared and adjudged that the physical condition of the line of railway of the Tavares & Gulf Railroad Company (which line lies wholly in this State) is not reasonably safe for the passage of trains over it at a reasonable rate of speed, and that it is necessary for the safety of persons and of property conveyed over the said railroad that the company at once proceed to improve its physical condition, and

IT IS THEREFORE ORDERED, that the Tavares & Gulf Railroad Company shall:

1. Replace all rotten cross ties in the track with sound cross ties at the rate of fifteen hundred cross ties each month until all rotten cross ties shall be renewed and replaced.

2. Renew or straighten bent rails on the track as follows: First—On curves where rails are so badly bent as not to permit of alignment, beginning with the curves occurring on grades, and at the same time renewing the necessary cross ties, and surfacing the curves. Second—On the tangents where rails are so badly bent as not to permit of alignment, at the same time throwing the other bent rails into alignment; the work of renewal or straightening of the bent rails on the curves to be completed on or before January 1, 1909; and the work aforesaid on the tangents to be done together with the cross tie renewals thereon.

3. Replace all broken angle bars and fish plates, and supply necessary bolts for joints on the said curves when bent rails are replaced and the track surfaced and on the tangents as the work of cross tie renewals progresses.

4. Put the track in proper surface and alignment as the cross ties are renewed.

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Ordered in open session of the Board at its office in the City of Tallahassee this 17th day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 241.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES BY JOHNSON & WILLIAMS AGAINST THE SOUTHERN EXPRESS COMPANY FOR DISREGARDING THE SCHEDULE OF RATES.

This matter came on to be heard on October 15, 1908, at Tallahassee, pursuant to notice of the charges served upon the said Southern Express Co. on September 28, 1908, at which time and place there appeared Mr. D. E. Williams, one of the complainants, and Hon. W. E. Kay, counsel for the defendant, and were heard, and the cause was adjourned for further hearing until October 20, 1908, when the defendant appeared by Mr. W. K. Haile, one of its superintendents, and T. T. Welch, route agent, and a further hearing was had.

And thereupon, after due consideration, it is ordered that the charges be dismissed.

Ordered in open session of the Board at its office in the City of Tallahassee this 21st day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 242.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE COMPLAINT OF THE W. B. JOHNSON COMPANY AGAINST THE FLORIDA EAST COAST RAILWAY COMPANY FOR UNJUST DISCRIMINATION.

WHEREAS, the W. B. Johnson Company heretofore made complaint to us that the Florida East Coast Railway Company unjustly discriminated against it in this: That the said Florida East Coast Railway Company at Jacksonville, Florida, a station on its line, accepted from the drays of other shippers their shipments of goods destined to prepay stations in this State on its said railway, and held said shipments in its station or warehouse during the afternoon of the day such goods were received, and permitted said other shippers thereafter, on the same afternoon, to pay the prepay freight charges on said shipments and to take up the bills of lading therefor; while under like conditions it, the said Florida East Coast Railway Company, refused to render the same service and facilities to the complainant upon payment of a like compensation,

AND WHEREAS, The said defendant, the Florida East Coast Railway Company, was duly notified in writing by us of the said complaint, and that on October 20, 1908, we should hold a session at Tallahassee to consider and determine whether or not we should make an order requiring it, the defendant, to render the same service and facilities to the complainant in and touching the matter aforesaid as it rendered to other shippers as aforesaid, and the defendant did not appear at the session aforesaid, but on October 19, 1908, filed its sworn answer to the complaint,

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AND WHEREAS, the said session was held at the place and time appointed, when the complainant appeared by Mr. James Lassiter, its vice-president, and testimony was taken, and after said hearing, at which all parties had an opportunity to be heard, we are fully advised in the premises:

WE DO THEREFORE FIND AND ADJUDGE, that the defendant, the Florida East Coast Railway Company, is unjustly discriminating against the complainant, the W. B. Johnson Company, as charged in the complaint, and it is ordered that it forthwith cease from such unjust discrimination, and that it accept from the drays of the W. B. Johnson Company their shipments of goods destined to prepay stations in this State on its said railway and hold said shipments in its station or warehouse during the afternoon of the day such goods shall be received, and permit the said the W. B. Johnson Company thereafter, on the same afternoon, to pay the prepay freight charges on said shipments and to take up the bills of lading therefore, upon the payment of a like compensation, namely, the amount of freight charges to the prepay station, as it receives from other shippers for the same services and facilities. This order shall not be construed as requiring the railway company to issue a bill of lading or to transport goods until the freight charges to prepay stations have been paid.

Ordered in open session at our office in the City of Tallahassee this 3rd day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 243.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE SOUTH GEORGIA RAILWAY COMPANY AND THE WEST COAST RAILWAY COMPANY.

The South Georgia Railway Company and the West Coast Railway Company having made application to the Railroad Commissioners, through Mr. C. I. Harrell, for an order prescribing a higher schedule of freight rates for the use of said railway companies, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight rates be, and is, allowed and prescribed for the South Georgia Railway Company and the West Coast Railway Company to be used between all points on their lines in Florida, and that the same shall be put in operation by said railway companies and be effective November 17, 1908, on said railways.

(See Freight Rates.)

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 7th day of November, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 244.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE GREENVILLE SOUTHERN RAILWAY COMPANY.

The Greenville Southern Railway Company having applied to the Railroad Commissioners for an Order prescribing a schedule of freight and passenger rates for that road,

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight and passenger rates be, and is, allowed and prescribed for the Greenville Southern Railway Company to be used between all points on its line in Florida and that the same shall be put in operation by said railway company and be effective at once on said railway:

(See Freight Rates.)

Passenger rates:

Straight fare, 4 cents per mile.

Round-trip tickets, good for five days exclusive of day of sale, 3 cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 14th day of November, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 245.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT OF CLASSIFICATION NO. 3 RELATIVE TO PRESCRIBING A MINIMUM CARLOAD FOR LIVE STOCK, UNDER CHAPTER 5422, LAWS OF FLORIDA.

This matter came on to be heard, pursuant to due notice of the intended action, at the City of Tallahassee, on November 10, 1908, and at an adjourned hearing on November 11, 1908, when and where S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, appeared by Hon. George P. Raney, their counsel; the Atlantic Coast Line Railroad Company, by Hon. W. E. Kay and Hon. W. A. Carter, its counsel; Mr. Morton Riddle, general superintendent, and Mr. S. P. Collier, assistant general freight agent; the Georgia Southern & Florida Railway Company, by Hon. John I. Hall, its counsel, and Mr. O. H. Grady, general superintendent; the Florida East Coast Railway Company, by Hon. Alex. St. Clair Abrams, its counsel, and the Louisville & Nashville Railroad Company, by Mr. E. A. de Funiak, its assistant general freight agent, and were fully heard, and all persons interested had an opportunity to be fully heard, and the matter was taken under advisement:

NOW, THEREFORE, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that Classification No. 3 of the Railroad Commissioners of the State of Florida be and the same is hereby amended in conformity to the proposed amendment set forth in the notice of intended action, that is to say,

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the said Classification No. 3 is amended under the head of Live Stock by striking out the words:

"Live Stock, 20,000 pounds Min. C. L. (See note governing valuation.)"

And by substituting in lieu thereof the words:

"Live Stock, 20,000 pounds Min. C. L. for car 34 feet in length or longer, inside measurement. The use of cars less than 34 feet in length, inside measurement, for transportation of live stock is prohibited. (See note governing valuation.)"

The foregoing amendment shall take effect January 1, 1909.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahasse, this 3rd day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 246.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PLANT CITY, ARCADIA & GULF RAILWAY, AND THE SEABOARD AIR LINE RAILWAY AS CONNECTING RAILROADS UNDER RULE 1 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

WHEREAS, written notice, dated September 23, 1908, duly served upon the parties therein named, was given by the Railroad Commissioners of the State of Florida, to the Plant City, Arcadia & Gulf Railway and to S. Davies

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Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, that they, the said Railroad Commissioners, would meet at their office in the City of Tallahassee, on October 15, 1908, at 10 o'clock a. m., for the purpose of investigating and determining whether or not the Plant City, Arcadia & Gulf Railway, which is operated wholly within this State, and connects therein with the Seaboard Air Line Railway, which operates lines of railway between points in this State, was under the management or control by lease, ownership or otherwise of the Seaboard Air Line Railway, or the majority of its stock was owned or controlled, either directly or indirectly, by the said Seaboard Air Line Railway, and whether or not the two connecting lines of railway aforesaid should for the purpose of transportation in applying their schedules of freight rates for the transportation of freight wholly within this State be considered as constituting but one and the same road, and the rates computed as upon parts of one and the same road according to the provisions of Rule 1 of the "Rules Governing the Transportation of Freight" prescribed by the said Railroad Commissioners, which said Rule is as follows:

"All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purposes of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road."

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And also for the purpose of investigating and determining whether or not the freight rates heretofore prescribed for the Seaboard Air Line Railway should apply to the Plant City, Arcadia & Gulf Railway, in case it should be shown to be a part of the Seaboard Air Line Railway.

AND WHEREAS, such hearing was had pursuant to the said notice at the time and place appointed therein, when the respondents appeared by their counsel, Hon. Geo. P. Raney, and their assistant general freight agent, Mr. E. D. Kyle, and admitted that the majority of the stock of the Plant City, Arcadia & Gulf Railway was owned by the Seaboard Air Line Railway, but applied for a suspension of Rule 1 aforesaid, or, if that could not be granted then for an increase of freight rates for the Plant City, Arcadia & Gulf Railway over those prescribed for the Seaboard Air Line Railway, and requested that the further hearing be continued until a future day, which was thereupon continued until November 10, 1908, at which time the said Plant City, Arcadia & Gulf Railway and the said receivers again appeared by their counsel and their general freight agent aforesaid and were fully heard, and the application for a suspension of Rule 1 was then denied but the application for an increase of freight rates for the Plant City, Arcadia & Gulf Railway was held under advisement.

NOW, THEREFORE, After due consideration, the Railroad Commissioners do find and adjudge that the line of railroad of the Plant City, Arcadia & Gulf Railway, which is operated wholly within the State of Florida, is, and has been for more than one year prior to the notice aforesaid, a railroad connecting in this State with the line of railroad of the Seaboard Air Line Railway, which is operated between points in this State; that the Seaboard Air Line Railway owns, and has owned for more than one year prior to the date of the notice aforesaid, a majority of the stock of the Plant City, Arcadia & Gulf

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Railway, and that the two said railways are, and have been for the period aforesaid, subject to the provisions of Rule 1 of the "Rules Governing the Transportation of Freight," and that the Seaboard Air Line Railway operates the Plant City, Arcadia & Gulf Railway.

AND IT IS ORDERED, that for the purpose of transportation of freight wholly within this State, the Seaboard Air Line Railway and the Plant City, Arcadia & Gulf Railway shall forthwith cease and desist from applying their schedules of freight rates as two separate railroads, and that for the purpose aforesaid the said two railroads must be considered as constituting but one and the same road, and the rates thereon must be computed as upon parts of one and the same road, namely the Seabord Air Line Railway.

AND IT IS FURTHER ORDERED, that the application for an increase of freight rates for the Plant City, Arcadia & Gulf Railway over those prescribed for the Seaboard Air Line Railway be denied; and that the freight rates heretofore prescribed for the Seaboard Air Line Railway shall be operated by the Plant City, Arcadia & Gulf Railway, to take effect December 15, 1908, in lieu of those now operated by the latter company.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 3rd day of December, 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 247.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PROPOSED RULE NO. 12 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS."

This matter came on for hearing, pursuant to notice of the intended action given according to law, before the Railroad Commissioners in the City of Tallahassee on November 10, 1908, when and where representatives of divers railroad companies doing a passenger business within this State appeared and were fully heard on behalf of their respective companies, and all persons and companies interested having had a full opportunity to be heard, the matter was taken under advisement.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the following shall be and the same is hereby adopted as Rule 12 of the "Rules Governing the Transportation of Passengers:"

"12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners previously obtained. Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application for good cause shown.

"This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like."

IT IS FURTHER ORDERED, that the foregoing rule shall go into effect on January 1, 1909.

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Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 3rd day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 248.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RULE 15-A OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter came on to be heard in the Board of Trade rooms in the city of Jacksonville, Florida, on December 8, 1908, at 10 o'clock a. m., pursuant to notice of the intended action and of the time and place of meeting, dated November 19, 1908, given to and duly served upon the Atlantic Coast Line Railroad Company; S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as receivers of the Seaboard Air Line Railway; the Georgia Southern & Florida Railway Company; the Florida East Coast Railway Company; the St. Johns Terminal Company and the Jacksonville Lumber Exchange, being all the Railroad Companies and parties interested; when and where the Atlantic Coast Line Railroad Company appeared by Hon. W. E. Kay, counsel, Mr. James Menzies, general freight agent, Mr. Morton Riddle, general superintendent, and Mr. S. P. Collier, division freight agent; the receivers of the Seaboard Air Line Railway by Hon. George P. Raney, counsel, Mr. E. D. Kyle, assistant general freight agent, and Mr. R. E. Boswell, superintendent; the Georgia Southern & Florida Railway Company by Hon. E. J.

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L'Engle, counsel, Mr. O. M. Grady, general superintendent, and Mr. James Cutler, general freight agent; the St. Johns River Terminal Company by the same persons who appeared for the Georgia Southern & Florida Railway Company; the Florida East Coast Railway Company, by Mr. J. P. Beckwith, traffic manager, and the Jacksonville Lumber Exchange, by Messrs. A. L. Layton, C. F. Miller, Joe King, Jr., T. L. Keller, W. F. Jones, John Stephens, G. D. Gay, F. R. Clarke and C. H. Darby, and were all fully heard, and the matter was taken under advisement.

NOW, THEREFORE, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do hereby adopt and prescribe ahe following as Rule No. 15-A of the "Rules Governing the Transportation of Freight," that is to say:

"15-A. The charge for switching cars of rough lumber consigned to and arriving at the City of Jacksonville, from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than $2.00 per car; Provided that when the said switching movement is over the tracks of more than one railroad, a charge of not more than $3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided."

It is further ordered that this rule shall go into effect on January 1, 1909.

Done and ordered by the Railroad Commissioners aforesaid in open session at their office in the City of Tallahassee, this 19th day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 249.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE RECEIVERS OF THE SEABOARD AIR LINE RAILWAY FOR NOT UNLOADING LIVE STOCK FOR FEED AND WATER AS REQUIRED BY LAW.

WHEREAS, charges were made before the Railroad Commissioners of the State of Florida by the East Coast Cattle Company that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, had violated the provisions of Section 2 of an Act entitled "An Act to Regulate the Transportation of Live Stock and to Provide Penalties for the violation thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, in this: That on February 25, 1908, one Samuel Brown shipped certain live stock to wit, 32 cows, in a car from Havana, Florida, to the East Coast Cattle Company at Miami, Florida, to be carried between said points over lines of connecting railways wholly within this State, which car of live stock was delivered to the defendants as one of the said connecting railways, on February 25, 1908, by the Georgia, Florida & Alabama Railway Company, the initial line of said connecting railways, to be transported by the defendants from its junction with the line of the defendant's railway to Jacksonville, Florida, there to be delivered to the Florida East Coast Cattle Company, on whose line Miami is located; and that the defendants received said car of live stock and transported it from the junction aforesaid to Jacksonville aforesaid, a distance of, to wit, one hundred and sixty-five miles. And that while said car of live stock was in the defendant's possession as aforesaid, a period of twenty-eight hours in which it was required that such

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live stock must be unloaded for feed and water approached completion, and was completed, whereby it became the defendant's duty according to the Statute to unload said live stock for feed and water, so that a longer period than twenty-eight hours should not elapse without unloading said live stock for feed and water; yet, that the defendants failed and neglected to unload said live stock for feed and water within the said time prescribed by law, and by such failure and neglect the said live stock were not unloaded for feed and water during a much longer period, to wit, the period of thirty-seven hours, before delivery of the same by the defendants to the Florida East Coast Railway Company aforesaid.

AND WHEREAS, ten days' notice of the said charges and of the time and place appointed for hearing the same was duly given to the defendants, and thereafter the hearing was had, as appointed, at Tallahassee, on December 17, A. D. 1908, when and where the receivers aforesaid, defendants, appeared by their counsel, Hon. George P. Raney, and by S. Davies B. Zartman, Superintendent of Terminals at Jacksonville, Florida, and were heard upon the said charges; and the Railroad Commissioners being now fully advised in the premises:

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find that the facts alleged in the said charges are true, and they do adjudge that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway and as such operating said railway for the transportation of passengers and property from points within this State to other points within this State, have been guilty, as charged, of a violation of Section 2 of an Act entitled "An Act to Regulate the Transportation of Live Stock, and to Provide Penalties for the Violation Thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, and by such violation have incurred a penalty which is hereby

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fixed and imposed in the sum of One Hundred and Fifty Dollars, which they are ordered to pay promptly to the State Treasurer.

Done and Ordered by the Railroad Commissioners aforesaid in session at their office in the city of Tallahassee, this 17th day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 250.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE RECEIVERS OF THE SEABOARD AIR LINE RAILWAY FOR NOT UNLOADING LIVE STOCK FOR FEED AND WATER AS REQUIRED BY LAW.

WHEREAS, charges were made before the Railroad Commissioners of the State of Florida by the East Coast Cattle Company, that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as Receivers of the Seaboard Air Line Railway, had violated the provisions of Section 2 of an act entitled "An Act to Regulate the Transportation of Live Stock and to Provide Penalties for the violation thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, in this: That on February 25, 1908, one Samuel Brown shipped certain live stock, to wit: 34 cows, in a car from Havana, Florida, to the East Coast Cattle Company at Fort Pierce, Florida, to be carried between said points over lines of connecting railways wholly within this State, which car of live stock was delivered to the defendants as one of the said connecting railways on February 25, 1908, by the Georgia, Florida & Alabama

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Railway Company, the initial line of said connecting railways, to be transported by the defendants from its junction with the line of the defendant's railway to Jacksonville, Florida, there to be delivered to the Florida East Coast Railway Company on whose line Fort Pierce is located; and that the defendants received said car of live stock and transported it from the junction aforesaid to Jacksonville aforesaid, a distance of, to wit: one hundred and sixty-five miles. And that while said car of live stock was in the defendants' possession as aforesaid, a period of twenty-eight hours in which it was required that such live stock must be unloaded for feed and water approached completion, and was completed, whereby it became the defendants' duty, according to the statute, to unload said live stock for feed and water, so that a longer period than twenty-eight hours should not elapse without unloading said live stock for feed and water; yet, that the defendants failed and neglected to unload said live stock for feed and water within the said time prescribed by law, and by such failure and neglect the said live stock were not unloaded for feed and water during a much longer period, to wit, the period of thirty-seven hours before delivering of the same by the defendants to the Florida East Coast Railway Company aforesaid.

AND WHEREAS, ten days' notice of the said charges and of the time and place appointed for hearing the same was duly given to the defendants; and thereafter the hearing was had, as appointed, at Tallahassee, on December 17, A. D. 1908, when and where the receivers aforesaid, defendants, appeared by their Counsel, Hon. George P. Raney, and by S. B. Zartman, Superintendent of Terminals at Jacksonville, Florida, and were heard upon the said charges; and the Railroad Commissioners being now fully advised in the premises:

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find that the facts alleged in the said charges are true, and they do adjudge

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that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as receivers of the Seaboard Air Line Railway, and as such operating said railway for the transportation of passengers and property from points within this State to other points within this State, have been guilty, as charged, of a violation of Section 2 of an Act entitled "An Act to Regulate the Transportation of Live Stock, and to provide Penalties for the Violation Thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, and by such violation have incurred a penalty which is hereby fixed and imposed in the sum of one hundred and fifty dollars, which they are ordered to pay promptly to the State Treasurer.

Done and ordered by the Railroad Commissioners aforesaid in session at their office in the City of Tallahassee, this 17th day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 251.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" AS TO RULE 10.

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice, dated February 26, 1908, to all the Railroad Companies and common carriers doing business wholly or in part in this State of the intended action, when and where there appeared the Georgia Southern & Florida Railway Company, by Mr. J. M. Cut-

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ler, General Freight agent, the receivers of the Seaboard Air Line Railway by Hon. George P. Raney, Counsel, and Mr. S. C. Boylston, Jr., Assistant General Passenger agent; the Tampa Northern Railway by Mr. J. H. McWilliams, general freight agent; the Georgia, Florida & Alabama Railway Company, by Mr. B. C. Prince, traffic manager; the Florida East Coast Railway Company, by written communication; the Natural Bridge Railroad Company by Messrs. Phillips and Acosta; the Louisville & Nashville Railroad Company, by Mr. E. A. de Funiak, general freight agent, and the Atlantic Coast Line Railroad Company by Mr. James Menzies, general freight agent, and were duly heard, and all railroad companies and common carriers doing business wholly or in part in this State, had then and there an opportunity to be heard, and the matter was taken under advisement.

NOW THEREFORE, we, the said Railroad Commissioners of the State of Florida, do order that our Rules and Regulations Governing the Transportation of Freight be and the same are hereby amended as follows:

By striking out Rule 10 of the "Rules Governing the Transportation of Freight" and inserting in lieu thereof the following:

"10. (1) In all cases in which the classification provides a rate per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) Mixed carloads of articles embraced in the same class shall be transported at the same rate as a carload of any one of said articles. If their minimum carload weights be different, the lowest minimum weight shall be

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applied, and excess charged according to clause 1 of this rule. For example: If such minimum weights be 30,000 lbs. and 24,000 lbs. the 24,000 lbs minimum shall be taken.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload."

This Amendment shall take effect on February 4, 1909.

Ordered in open session at our office in the City of Tallahassee this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 252.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENTS TO CLASSIFICATION NO. 3 OF THE SAID RAILROAD COMMISSIONERS, RELATING TO MACHINERY AND MACHINES AND SALT.

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice dated February 26, 1908, to all railroad companies and common carriers doing business wholly or in part within this State of the intended action, and said railroad companies and common carriers having been given an opportunity to be heard, and such of them as desired to be heard, having been heard thereon, and we being now fully advised in the premises:

It is hereby ordered that our Classification No. 3 be and the same is hereby amended as follows:

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By striking out the following on page 48:

Machinery and Machines, C. L.	Class.
Well Boring, consisting of auger stems, belts, brake bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, rig irons, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongues and wrenches, C. L., min wt. 20,000 lbs.	6

And by inserting in lieu thereof the following:

Machinery and Machines, C. L.	Class.
Well Boring, consisting of auger stems, belts, brake bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, right irons, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongues and wrenches, C. L., min wt. 20,000 lbs.	N

And also by striking out the following on page 61:

Salt, viz.:	Class.
Table, in boxes	4
Same, in sacks or bbls., L. C. L.	6
Common, in sacks or bbls., L. C. L.	3-4 of 6
Common, C. L., 24,000 lbs	0

And by inserting in lieu thereof the following:

Salt, viz.:	Class.
Table, in boxes	80% of 4
Same, in sacks or bbls., L. C. L.	80% of 6
Common, in sacks or bbls., L. C. L.	60% of 6
Common, C. L., 24,000 lbs	80% of 0

And it is further ordered that these amendments shall take effect on February 4, 1909.

Ordered by the Railroad Commissioners of the State

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of Florida in session at our office in the City of Tallahassee, this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 253.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS" AS TO RULE 4.

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice dated February 26, 1908, to all railroad companies and common carriers doing business wholly or in part in this State of the intended action and all said railroad companies and common carriers had then and there an opportunity to be heard on said intended action, which was to strike out Rule 4 of the "Rules Governing the Transportation of Passengers" and to insert in lieu thereof the following:

"4. In the computation of fares, any fraction of a cent less than half a cent shall be disregarded, and any fraction equal to or more than half a cent shall be computed as one cent."

NOW THEREFORE, we, the Railroad Commissioners of the State of Florida, after due consideration, do hereby determine and order that the said amendmnt be not adopted and that Rule 4 of the "Rules Governing the Transportation of Passengers" be continued in its present form until some further notice be given for its amendment.

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Ordered in open session at our office in the City of Tallahassee, this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 254.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RULE 12 (RE-NUMBERED RULE 13) OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS."

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice to all the railroad companies and common carriers doing business wholly or in part in this State, of the intended action; when and where there appeared the Atlantic Coast Line Railroad Company, by Mr. James Menzies, general freight agent; the Louisville & Nashville Railroad Company, by Mr. E. A. de Funiak; the receivers of the Seaboard Air Line Railway by Hon. George P. Raney, Counsel, and Mr. S. C. Boylston, Jr., assistant general passenger agent; the Florida East Coast Railway Company, by written communication; the Georgia Southern & Florida Railway Company, by Mr. J. M. Cutler, general freight agent; the Georgia, Florida & Alabama Railway Company, by Mr. B. C. Prince, traffic manager; the Natural Bridge Railroad, by Messrs. Phillips and Acosta, and the Tampa-Northern Railway by Mr. J. H. MacWilliams, general freight agent, and were heard thereon, and all railroad companies and common carriers doing business wholly or in part in this State had an opportunity to be heard thereon, and the matter was taken under advisement:

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NOW THEREFORE, we, the Railroad Commissioners of the State of Florida, being now fully advised in the premises, do hereby adopt and prescribe the following as an additional rule to the "Rules Governing the Transportation of Passengers," which shall be known as Rule 13, another, Rule 12, having been added to said Rules since the notice aforesaid was given:

"Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are so scheduled to stop."

This rule shall go into effect on January 15, 1909.

Ordered in open session at our office in the City of Tallahassee, this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 255.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE RECEIVERS OF THE SEABOARD AIR LINE RAILWAY FOR VIOLATING SECTION 2907 OF THE GENERAL STATUTES OF THE STATE OF FLORIDA.

WHEREAS, S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, were charged before us with having violated or disregarded the provisions of Section 2907 of the General Statutes of this State, in that they entered into a certain contract and agreement, without submitting the same to us for inspection, correction and approval, with the At-

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lantic Coast Line Railroad Company, the Georgia Southern & Florida Railway Company, and the Florida East Coast Railway Company, and other railroad companies; all of the aforesaid railroad companies, as well as the said receivers, doing business as such in transporting property from points within this State to other points within this State, that each railroad company should pay for the use of freight cars other than its own the sum of fifty cents per day, which should be paid for every calendar day; which said contract and agreement applied to the use of freight cars for transportation of property from points within this State to other points therein. And whereas, after ten days' notice to the said receivers of the time and place for hearing the said charges a hearing was had on January 4, 1909, at 10 o'clock a. m., at Tallahassee, the time and place fixed in the said notice, when and where the said receivers appeared by Hon. George P. Raney, Counsel, and Mr. R. E. Boswell, Superintendent, and the said charges were heard, and the defendants were heard thereon.

NOW THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as Receivers of the Seaboard Air Line Railway, have been guilty of a violation of Section 2907 of the General Statutes of this State, as charged, and by such violation have incurred a penalty which is hereby fixed and imposed in the sum of two hundred and fifty dollars, which they are ordered to pay promptly to the State Treasurer.

Done and ordered in open session at our office in the City of Tallahassee, this 4th day of January, A. D., 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

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ORDER NO. 256.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A FREIGHT AND PASSENGER DEPOT AT CAMPBELLTON, A STATION ON THE ATLANTA & ST. ANDREWS BAY RAILWAY IN THIS STATE.

This matter came on for hearing on Thursday, January 7, 1909, at Tallahassee, pursuant to due notice in writing, dated December 18, 1908, to the Atlanta & St. Andrews Bay Railway Company, which at said hearing appeared by Mr. W. R. Beauprie, its General Manager, and was duly heard.

And, Therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that the erection of a freight and passenger depot at Campbellton, as hereinafter prescribed, is necessary for the convenient and prompt handling, transportation and delivery of freight, and for the safety and convenience of passengers, over the line of the said railway to and from Campbellton from and to other points in this State.

We do therefore order that the said Atlanta & St. Andrews Bay Railway Company, a railroad company transporting freight and passengers between points in this State, shall, on or before April 7, 1909, erect and completely finish at Campbellton, a station on its railway in this State, a freight and passenger depot of the following specifications:

Two waiting rooms, one for white and one for colored passengers, each to be 12 feet by 16 feet, with an agent's office 8 feet by not less than 23 feet; a freight room 24 feet by 35 feet, and a covered platform 20 feet by 24 feet; and there shall be two outside private closets for each race,

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one for men and the other for women, with the privacy of the sexes and separation of races sufficiently guarded. And approaches for passengers and teams to the track shall be made safe and accessible.

Ordered by us, in open session, at our office in the City of Tallahassee, this 7th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 257.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE SANFORD & EVERGLADES RAILROAD COMPANY.

The Sanford & Everglades Railroad Company having applied to the Railroad Commissioners for an order prescribing a schedule of freight and passenger rates for that road.

It is hereby ordered and adjudged that the following schedule of freight and passenger rates be, and is, allowed and prescribed for the Sanford & Everglades Railroad Company to be used between all points on its line in Florida and that the same shall be put in operation by said railroad company and be effective at once on said railroad:

(See Freight Rates.)

Passenger rates:

Straight fare, 4c per mile.

Round trip ticket, good for five days, exclusive of day of sale, 3c per mile.

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Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 11th day of January, A. D. 1909.

NEWTON A. BLITCH, Acting Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 258.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RESCINDING OF RULE 8 OF THE "RULES GOVERNING THE TRANSPORTATION OF PASSENGERS."

This matter came on to be heard on January 7, 1909, at Tallahassee, after due notice of the time and place of meeting dated December 21, 1908, and duly served upon the Georgia Southern & Florida Railway Company, which alone is interested in said rule, and which appeared by a written statement from Mr. C. B. Rhodes, its General Passenger Agent, and otherwise had a full opportunity to be heard.

And, thereupon, after due consideration, we, the Railroad Commissioners of the State of Florida, do hereby rescind Rule 8 of the "Rules Governing the Transportation of Passengers," which applies solely to the Georgia Southern & Florida Railway Company.

This order shall take effect on January 26, 1909.

Ordered in open session of our Board at Tallahassee, this 15th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

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ORDER NO. 259.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF A JOINT DEPOT AT HAMPTON, FLORIDA, A STATION ON THE LINES OF THE GEORGIA SOUTHERN & FLORIDA RAILWAY COMPANY, AND OF THE SEABOARD AIR LINE RAILWAY.

WHEREAS, due notice was heretofore given to the Seaboard Air Line Railway and the Georgia Southern & Florida Railway Company that a hearing would be had on January 21, 1908, at Hampton, Florida, to consider whether or not the said two railroad companies should be required to erect a joint passenger depot in that town, and thereafter said hearing was had, and the said railroad companies appeared (the said Seaboard Air Line Railway by its receivers) and were heard.

AND WHEREAS, since said hearing the question of depot facilities at Hampton aforesaid has been the subject of further negotiation between the said Georgia Southern & Florida Railway Company and the receivers of the Seaboard Air Line Railway and the Railroad Commissioners; and the said respondents have applied for leave to build a joint freight and passenger depot, instead of a joint passenger depot only, and plans for the same have been filed with the Railroad Commissioners by the Receivers of the Seaboard Air Line Railway, which are satisfactory to the said Railroad Commissioners.

NOW, THEREFORE, It is ordered that the Georgia Southern & Florida Railway Company, and S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, which railways are engaged in ahe transportation of persons and property from points in this State to other points in this

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State, and enter each the said town of Hampton, shall build a joint freight and passenger depot at said town, according to the plan filed as aforesaid with the Railroad Commissioners, which is hereby approved, and that the said joint depot shall be completed within three months after the date of this order.

Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 3d day of February, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 260.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION RELATIVE TO THE CONSTRUCTION OF A PASSENGER DEPOT AT MADISON, FLORIDA, A STATION ON THE LINE OF THE SEABOARD AIR LINE RAILWAY.

WHEREAS, on November 16, 1907, we made our certain Order No. 193, in the above entitled matter, upon hearing, after due notice to the Seaboard Air Line Railway, that the said railway should construct at Madison, which is a station on its line in this State, a passenger depot of the same plan and size as that approved by us on October 27, 1907, for a passenger depot at Quincy, which is another station on the said line in this State, the same to be completed on or before March 20, 1908.

AND WHEREAS, the said Seaboard Air Line Railway in Florida, after the making of said order—namely in the month of January, 1908, passed under the control of S. Davies Warfield, R. Lancaster Williams and E. C. Dun-

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can as Receivers thereof, appointed by the United States Circuit Court for the Northern and for the Southern districts of Florida, and no steps have been taken by the said Seaboard Air Line Railway or by its said receivers to comply with Order No. 193, although both have had notice thereof.

AND WHEREAS, by our notice, dated January 28, notified the Seaboard Air Line Railway and its receivers 1909, we notified the Seaboard Air Line Railway and its receivers aforesaid, to show cause before us on February 18, 1909, at noon, in the City of Tallahassee, why we should not make a new order herein requiring, among other things, the receivers aforesaid, instead of the incorporation which they represent, to construct the said passenger depot, and otherwise altering or modifying said Order No. 193 as might be found to be necessary and proper at the hearing. And, accordingly, the said hearing was had at the time and place appointed, where and when the said receivers appeared by Hon. George P. Raney, their Division Counsel, Mr. W. A. Witt, Division Superintendent and Mr. H. S. Thomas, Assistant Engineer, and were duly heard and the matter was taken under advisement.

NOW, THEREFORE, After due consideration, it is adjudged that no good reason has been shown by the said receivers in response to the said notice—and it is therefore ordered that S. Davis Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, do construct a new and separate passenger depot at Madison, a station on the said railway in this State, of the same plan and size as the passenger depot erected by the Seaboard Air Line Railway at Quincy, Florida, the plans of which were approved by us on October 7, 1907, and that the erection of said building shall be begun within thirty days from the date of this order and shall be completed in three months from said date.

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Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 20th day of February, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 261.

OFFICE OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION RELATIVE TO THE CONSTRUCTION OF A PASSENGER DEPOT AT GAINESVILLE, FLORIDA, A STATION ON THE LINE OF THE SEABOARD AIR LINE RAILROAD.

WHEREAS, on January 9, 1908, we issued a notice to the Seaboard Air Line Railway of a meeting to be held by us on January 22, 1908, at Gainesville, Florida, for the purpose of considering the advisability of issuing an order requiring the said Railway to construct a passenger depot at Gainesville, and the said meeting was held and divers other meetings were held on the subject at which the receivers of the said Railway appeared by Counsel and otherwise.

AND WHERAS, it afterwards appeared that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan were appointed as such receivers before January 9th, 1908, and that they had never been made formal parties to this proceeding; whereupon we issued our notice, dated January 28, 1909, to the said Receivers, that we should hold a meeting on February 18, 1909, in the City of Tallahassee, to consider the advisability of issuing an order

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requiring them to construct a passenger depot at Gainesville aforesaid, and, if found advisable, to consider plans and details necessary or proper to the construction of the same.

AND WHEREAS, at the time and place fixed in said notice the hearing was had and the Receivers aforesaid appeared by Hon. George P. Raney, Division Counsel, Mr. R. E. Boswell, Division Superintendent, and Mr. H. S. Thomas, Assistant Engineer, and were heard, and the matter was taken under advisement.

NOW, THEREFORE, it is ordered that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as Receivers of the Seaboard Air Line Railway, do erect a new passenger depot at Gainesville aforesaid at a point not less than 30 feet east of the present depot and apart from the same; that the said depot shall have two separate waiting rooms and ticket offices as required by law; that each of said waiting rooms shall have not less than 550 square feet of floor space, and shall have two water closets, one for each sex. The work of the erection of said depot to begin within 30 days from the date of this order and to be completed within three months from said date.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 20th day of February, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

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APPENDIX B.

RULES

AND

REGULATIONS.

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RULES AND REGULATIONS

For the Government of the Transportation of Persons and Property on the Railroads in Florida as Revised to Date.

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or

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depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classificaton is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

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BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any interstate points than the lowest rates between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessaryto aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

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RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or of freight train, that may occur on its line in this State, giving as nearly as possible, the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees or others.

This rule shall not apply to simple derailments of freight cars or yard engines, when switching or shifting in yards, except when some person is killed or injured, in which case, a report shall be made as in other cases.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

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SEC. 2—RULES GOVERNING TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in 2½ or over may be counted as 5, and sums less than 2½ as 0. For example: for 42½ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of

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shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

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(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in them a sufficient supply of good drinking water for the passengers.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this 5th paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

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RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commisioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

SEC. 3—RULES GOVERNING TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise

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specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided, that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modificaion, as, for instance, epidemic, floods, drouths, storms, or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the per-

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centage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided he charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package, at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property, free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified or hereafter to be allowed for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S."

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Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
2,000 pounds and under 3,000, $3.00 for extra handling.
3,000 pounds and under 4,000, $5.00 for extra handling.
4,000 pounds and under 5,000, $7.00 for extra handling.
5,000 pounds and under 6,000, $8.00 for extra handling.
6,000 pounds and under 7,000, $10.00 for extra handling.
Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articless, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination in carloads, such car or cars shall be taken at the carload rate per 100 pounds, and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess

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of such carload minimum. When, however, articles shipped as above are in classes N, O, or P, the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scrap, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster, salt cake, saltpeter, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply when the actual weight of articles named below *cannot be ascertained at point of shipment, or at destination, or in transit,* the following estimated weights shall govern:

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Article.	Weight.
Cement, Portland, per barrel	400 pounds
Cement, except Portland, per barrel	300 pounds
Clay, per cubic yard	3,000 pounds
Coal, per bushel	80 pounds
Coke, per bushel	40 pounds
Gravel, per cubic yard	3,200 pounds
Laths, green, per 1,000	350 pounds
Laths, seasoned, per 1,000	450 pounds
Lime (Rockland), per barrel	230 pounds
Lime (other than Rockland), per barrel	210 pounds
Lime, per bushel	80 pounds
Lumber, Ash or Black Walnut, green, per 1,000 feet	4,500 pounds
Lumber, Ash or Black Walnut, seasoned, per 1,000 feet	4,000 pounds
Lumber, Elm, Hickory or Oak, green, per 1,000 feet	6,000 pounds
Lumber, Elm, Hickory or Oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, White Pine or Poplar, green, per 1,000 feet	4,000 pounds
Lumber, White Pine or Poplar, seasoned, per 1,000 feet	3,000 pounds
Lumber, Yellow Pine, green, per 1,000 feet	4,500 pounds
Lumber, Yellow Pine, seasoned, per 1,000 feet	4,000 pounds
Lumber, Yellow Pine Boards, two inches and less, kiln-dried and dressed, per 1,000 feet	3,000 pounds
Lumber, N. O. S., green, per 1,000 feet	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet	4,000 pounds
Sand, per cubic yard	3,000 pounds
Shingles, green, per 1,000	400 pounds
Shingles, seasoned, per 1,000	350 pounds
Staves, Heading or Hoop-poles, green, car loaded to depth of forty-three inches, per car	30,000 pounds
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches, per car	30,000 pounds
Stone, not dressed, per cubic foot	160 pounds
Tan Bark, green, per cord	2,600 pounds
Tan Bark, seasoned, per cord	2,000 pounds

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Telegraph Poles, Fence Posts or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel	420 pounds
Wood, green, per cord	3,500 pounds
Wood, seasoned, per cord	3,000 pounds

ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side-track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting, and no railroad company shall decline or refuse to transport, switch or transfer any car as above, or, to receive it from any connecting railroad for such purposes.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

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DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates authorized by the Commission shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight, except classes L, N, O and P, not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of local rates on such freights less ten (10) per cent for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On classes L, N, O and P, the joint rate shall not exceed the sum of the local rates on such freight.

Nothing in this rule shall be construed to prevent the

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total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt), by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the Company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight,

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such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars in accordance with the provisions of said act shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established or hereafter to be established, pursuant to order

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made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida, to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving with reference to each of them the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate, but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida, railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees

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(Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published national census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies fifty cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and of reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

SEC. 4—RULES AND REGULATIONS GOVERNING TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal

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is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK LESS THAN CARLOADS WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bulls, each	3,000 pounds
Each cow and calf together, not crated	2,500 pounds
Each mare and foal, together	2,500 pounds
Shetland ponies, any age, not crated	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves under one year old, not crated	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than	100 pounds
Sheep, crated, each actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as sheep.	
Kids, same as lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than	100 pounds

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In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	EACH.
Horses and mules, not over	$ 75.00
Horned cattle, not over	30.00
Stallions, jacks and bulls, not over	150.00
Lambs, calves, hogs or sheep, not over	5.00
Mare and colt, together, not over	100.00
Cow and calf, together, not over	35.00

For every increase of one hundred per cent or fraction thereof in valuation there shall be an increase of fifty per cent in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

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APPENDIX C.

DEMURRAGE RULES.

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Demurrage Rules.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE 1.

Freight Subject to Car Service Charges.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery will be subject to car service regulations.

RULE 2.

Notice to Consignees.

Railroad companies shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

RULE 3.

Legal Notice.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not

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including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee.* Where this mode of giving notice is adopted, there shall be twenty-four (24) hours additional free time to be added to the seventy-two (72) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE 4.

Per Diem Charge.

A charge of one dollar ($1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick, and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading.* It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours.

Any fraction of a day shall be considered a day.

RULE 5.

Goods Consigned to Order of Shipper.

When consignors ship goods consigned to themselves, it

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shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE 6.

Refusal to Accept Shipments.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the reshipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for demurrage which would otherwise have accrued.

RULE 7.

Cars for Delivery on Team Tracks or Private Sidings.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered

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as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery therefore impracticable, detention is to be computed from time of notification.

RULE 8.

Cars Held for Shipping Directions.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar ($1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one ($1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE 9.

Consignments More Than Four Miles Distant.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

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RULE 10.

Railroads Allowed to Store Property.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

RULE 11.

Per Diem Charge Allowed Consignees.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays,) computed from 10 a. m., the day after arrival of the same, the shipper or consignee shall be paid one ($1.00) dollar per day for each day said delivery is so delayed.

RULE 12.

Stormy Weather.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE 13.

Discrimination and Exemptions.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at all

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places on its line of those liable under the rules of the Commission.

Provided, That all package freight unloaded in depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per one hundred pounds per day.

In carload quantities, not more than one dollar ($1.00) per day.

Provided, further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided, further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

RULE 14.

Storage Charges on Baggage.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar ($1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to fifty cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 p. m. Saturday and 3 p. m. Sunday it will be held without charge until 3 p. m. Monday.

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RULE 15.

STORAGE CHARGE ON BAGGAGE FOR SEABOARD AIR LINE RY.

For all articles of baggage consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days the charge will be one dollar.

If the second month is entered upon charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE 16.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE 17.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company

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shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule the company so offending shall forfeit any pay to the shipper applying the sum of $2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided, further, That this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE 18.

Deposit Required.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper and thereafter a demurrage charge of not more than $2.00 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect $4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the

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shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, four dollars for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And provided further, That any shipper failing to make deposit as herein provided, shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad Companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE 19.

Shipments Delayed in Transit.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; Provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of $2.00 per day on all carload freight and one cent per hundred pounds per day on package

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freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

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PASSENGER and FREIGHT RATES

OPERATED BY

RAILROADS IN FLORIDA

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SCHEDULES OF PASSENGER FARES
Operated by the Railroads in Florida.

Railroads Charging 3 *Cents per Mile*:

Georgia, Florida & Alabama Railway.
Georgia Southern & Florida Railway.
Pensacola, Alabama & Tennessee Railroad.
Pensacola Division of the L. & N. Railroad.
Valdosta Southern Railway.

Railroads Charging 4 *Cents Straight Fare, with* 3-*Cent Round-trip Tickets Good for Five Days Exclusive of Day of Sale*:

Apalachicola Northern Railroad.
Atlanta & St. Andrews Bay Railway.
Brooksville & Hudson Railroad.
Charlotte Harbor & Northern Railway.
Live Oak, Perry & Gulf Railway.
Plant City, Arcadia & Gulf Railway.
Standard & Hernando Railway.
Sanford & Everglades,
Tampa Northern Railway.
Tavares & Gulf.
Woodville Railroad.

Railroads Charging 4 *Cents per Mile*:

Alabama & Florida, Pensacola & Atlantic, and Yellow River Division of the L. & N. Railroad.
Florida Central Railroad.
Greenville Southern.
Tampa & Jacksonville Railroad.

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The Atlantic Coast Line Railroad Charges 2¾ Cents per Mile, except the Following Branches, which Charge 3 Cents.

Florida Midland.
Homosassa Branch.
Newberry to Perry Extension.
Oviedo Branch.
Sanford Branch.
Sanford & Tavares.
St. Cloud Sugar Belt.
Sanford & St. Petersburg.
St. Johns & Lake Eustis.
Tampa & Thonotosassa.
Tiger Bay Branch.
Winston & Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare with 3-cent round trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

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The Seaboard Air Line Railway Charges 2¾ *Cents per Mile,, except the following branches, which charge* 3 *Cents.*

Fernandina to Baldwin.
Monticello to Drifton.
Tallahassee to St. Marks.
Starke to Wannee.
Waldo to Cedar Keys.
Silver Springs Junction to Silver Springs.
Wildwood to Lake Charm.
Lake Charm to Winter Park.
Sumterville Junction to Sumterville.
Archer to Eagle Mine.

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Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay Railway Company, the Brooksville & Hudson Road of the Aripeka Saw Mills, the Charlotte Harbor & Northern Railway Company, the Florida Central Railroad Company, the Florida & Georgia Railway Company, the Florida West Shore Branch of the S. A. L. Ry., the Tampa & Jacksonville Railroad Company, the Standard & Hernando Railroad, the Tampa Northern Railroad, the Woodville Railroad, the Greenville Southern, and the Sanford & Everglades.

DISTANCES.	Class Rate in Cents Per 100 Pounds												Per Barrel	Per 100 pounds	Per Ton 2000 pounds		Per Car Load			Per 100 pounds
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15
90 miles and over 80 miles	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19

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130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	6	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	19.00	24½
190 miles and over 180 miles	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	20.00	25½
210 miles and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26½
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27½
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28½
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29
280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29½
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34

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Schedule of Freight Tariffs Operated by Apalachicola Northern, etc.—Continued.

DISTANCES.	CLASS RATE IN CENTS Per 100 pounds.												Per barrel.	Per 100 pounds.	Per ton 2000 pounds.		Per carload.			Per 100 pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	27.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	27.00	36
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2.37	2.50	48.00	36.00	28.00	36

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SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAILROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY.

STATIONS.	Per Hundred Pounds												Per barrel	Per 100 pounds	Per Ton		Per Car Load			Per 100 pounds	Per Crate
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	V
10 miles and under	25	22	21	16	15	14	11	9	8	7		16	13	7	.75	1.00	8.00	10.00	5.00	8	
20 miles and over 10 miles	30	27	25	20	18	17	13	11	10	8		19	15	8	.90	1.10	11.00	12.00	7.00	9	
30 miles and over 20 miles	35	32	29	23	21	19	14	13	12	10		22	17	9	1.05	1.20	14.00	14.00	8.00	10	
40 miles and over 30 miles	39	37	33	26	24	21	15	15	14	11		25	19	10	1.20	1.30	16.00	15.00	9.00	11	
50 miles and over 40 miles	43	41	36	29	27	23	16	16	16	12		28	21	11	1.30	1.40	17.00	16.00	10.00	12	
60 miles and over 50 miles	47	45	39	32	30	24	17	17	17	13		31	23	12	1.40	1.50	18.00	17.00	11.00	13	
70 miles and over 60 miles	51	49	42	35	32	25	18	18	18	14		34	24	13	1.50	1.60	19.00	18.00	11.00	14	
80 miles and over 70 miles	55	53	45	38	34	26	19	19	19	15		36	25	13	1.60	1.70	20.00	19.00	12.00	15	

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE ST ATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY AND SEABOARD AIR LINE RAILWAY—LOCAL MILEAGE TARIFF.

Between All Stations in Florida.	Per Hundred Pounds												Per Barrel	Per 100 Pounds	Per Ton		Per Car Load			Per 100 pounds
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	24	21	20	15	14	13	10	9	8	6	14	15	12	7	$ .75	$1.00	$ 8.00	$10.00	$5.00	8
20 miles and over 10 miles	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9
30 miles and over 20 miles	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10
40 miles and over 30 miles	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11
50 miles and over 40 miles	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12
60 miles and over 50 miles	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13
70 miles and over 60 miles	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14
80 miles and over 70 miles	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15
90 miles and over 80 miles	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16
100 miles and over 90 miles	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17
110 miles and over 100 miles	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18
120 miles and over 110 miles	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19
130 miles and over 120 miles	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	1.600	20
140 miles and over 130 miles	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21
150 miles and over 140 miles	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 miles and over 150 miles	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23

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170 miles and over 160 miles	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles	76	68	61	53	43	38	28	27	28	21	43	53	36	16¾	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles	77	69	63	54	44	39	29	28	29	21	44	54	37	16¾	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28
260 miles and over 250 miles	86	76	69	62	52	47	38	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 miles and over 260 miles	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 miles and over 270 miles	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 miles and over 280 miles	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 miles and over 290 miles	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 miles and over 300 miles	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.24	40.00	34.00	24.00	31
320 miles and over 310 miles	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 miles and over 320 miles	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 miles and over 330 miles	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 miles and over 340 miles	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 miles and over 350 miles	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 miles and over 360 miles	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 miles and over 370 miles	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 miles and over 380 miles	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 miles and over 390 miles	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS												Per Barrel	Per 100 Pounds	Per Ton 2000 Pounds		PER CARLOAD			Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	38	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	12.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	13.00	15
90 miles and over 80 miles	62	53	49	36	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	14.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.50	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	15.00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	16.00	19
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	17.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	17.50	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	18.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	19.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	19.50	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	55	40	16½	2.15	2.21	36.00	29.00	20.00	24½
190 miles and over 180 miles	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	20.00	25
200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.50	20.50	25½

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210 miles and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	21.00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	22.00	26½
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	22.50	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	24	63	46	18	2.21	2.27	39.00	32.00	22.50	27½
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	23.00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	24.00	28½
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	25.00	29
280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	26.00	29½
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	27.00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	27.50	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	28.00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	29.50	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	31.00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32.50	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	34.00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	35.50	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	37.00	34
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	39.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	41.00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2.37	2.50	48.00	36.00	41.00	36
410 miles and over 400 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
420 miles and over 410 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
430 miles and over 420 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
440 miles and over 430 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	3.97	51.00	40.00	42.00	38
450 miles and over 440 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
460 miles and over 450 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
470 miles and over 460 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
480 miles and over 470 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
490 miles and over 480 miles	117	103	86	78	71	65	54	47	48	36	66	82	59	26	4.12	4.00	51.00	42.00	43.00	39
500 miles and over 490 miles	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4.13	4.05	52.00	44.00	44.00	40

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TO BE USED ONLY BETWEEN STATIONS ON ATLANTIC AND WESTERN BEACH BRANCH.

10 miles and under	30	27	24	21	18	15	12	12	10	9	18	22	18	7	.85	1.00	8.00	10.00	5.00	15
20 miles and over 10 miles	36	35	30	28	24	18	15	14	10	10	20	27	20	8	1.00	1.20	11.00	11.00	7.00	18
30 miles and over 20 miles	40	36	32	30	26	20	17	16	11	12	21	30	21	9	1.00	1.20	14.00	12.00	8.00	20

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA & ALABAMA RAILWAY.

DISTANCES.		PER ONE HUNDRED POUNDS											Per Barrel	Per 100 lbs.		Per ton 2000 Pounds		PER CARLOAD			Per 100 Lbs	Per Standard Crate.	
		1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V
10 miles and under	....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8
20 miles and over 10	....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20	....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30	....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40	....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50	....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	10
70 miles and over 60	....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	11
80 miles and over 70	....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	12.00	16	15	11
90 miles and over 80	....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	12
100 miles and over 90	....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12
110 miles and over 100	....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

DISTANCES.	PER HUNDRED POUNDS.													Per Barrel	Per 100 Pounds	Per Ton 2000 pounds		PER CARLOAD.			Per 100 lbs.	Oranges per box 80 lbs	Vegetables per crate 50 lbs
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		
10 miles and under	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	$ .75	$1.20	$ 9.75	$12.00	$ 5.00	8	10	8
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13	9
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14	10
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14	10
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15	10
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	10
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	11
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15	11

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA, BY THE PENSACOLA, ALABAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.												Per barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.	Per 100 lbs. Brick, C. L. Lumber, C.L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5	5
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6	6
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8

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SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION OF TRE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.

BETWEEN LOCAL STATIONS.	Per Hundred Pounds													Per Barrel	Per 100 Pounds						Per 2000 Lbs	Per Car		Oranges per box 80 lbs	Vegetables per crate 50 lbs
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Coal	Live Stock Except Hogs	Sheep double deck Hogs single		
10 miles and under	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	$ .60	$10.00	$12.00	10	8
15 miles and over 10 miles	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8
20 miles and over 15 miles	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8
25 miles and over 20 miles	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8
30 miles and over 25 miles	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8
35 miles and over 30 miles	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9
40 miles and over 35 miles	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6	1.20	19.00	23.00	12	9
45 miles and over 40 miles	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9
50 miles and over 45 miles	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9
55 miles and over 50 miles	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9
60 miles and over 55 miles	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9
65 miles and over 60 miles	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10

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70 miles and over 65 miles	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over 70 miles	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over 75 miles	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over 80 miles	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over 85 miles	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over 90 miles	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over 95 miles	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over 100 miles	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over 110 miles	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over 120 miles	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over 130 miles	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over 140 miles	74	66	55	50	45	41	41	41	25	20	41	41	50	41	25	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over 150 miles	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES.	CLASS RATES IN CENTS Per 100 pounds.														Per Barrel	Per 100 Lbs	CARLOADS.						Oranges per box 80 Lbs.	Veg'bles per Cr't 50 lbs.
																	Per 100 Lbs			Per 2000 Lbs	Per Car			
	1	2	3	4	5	6	A	B	C	D	E	H	F	I			L	M	N	Coal	Live Stock Except Hogs	Sheep Double Deck, Hogs Single		
10 miles and under	12	10	9	8	7	6	6	6	5	5	6	6	10	6			5	4	3	$ .60	$ 5.00	$ 6.00	10	8
15 miles and over 10 miles	15	14	12	11	10	9	9	9	6	6	9	9	12	9			6	5	4	.70	6.00	7.00	11	8
20 miles and over 15 miles	20	17	15	13	12	11	11	11	7	7	11	11	14	11			7	6	5	.90	7.00	8.00	12	8
25 miles and over 20 miles	23	20	17	15	14	13	13	13	9	8	13	13	18	13			9	7	5	1.05	8.00	10.00	12	9
30 miles and over 25 miles	26	23	20	17	16	15	15	15	10	8	15	15	20	15			10	7	6	1.15	10.00	12.00	13	9
35 miles and over 30 miles	29	25	22	19	18	17	17	17	11	9	17	17	22	17			11	8	6	1.20	12.00	14.00	13	9
40 miles and over 35 miles	32	27	24	21	20	19	19	19	12	9	19	19	24	19			12	8	6	1.25	14.00	17.00	14	10
45 miles and over 40 miles	35	30	27	23	22	21	21	21	13	10	21	21	26	21			13	8	7	1.25	15.00	18.00	14	10
50 miles and over 45 miles	37	32	28	25	24	22	22	22	14	10	22	22	28	22			14	9	7	1.30	16.00	19.00	15	10
55 miles and over 50 miles	39	34	30	26	25	23	23	23	15	11	23	23	30	23			15	10	7	1.35	18.00	22.00	15	10

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY VALDOSTA SOUTHERN RAILWAY

Between Local Stations in Florida.	Per Hundred Pounds											Per Barrel	Per 100 pounds	Per Ton		Per Car Load			Per 100 pounds	Per Crate	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	.80	8.00	6.00	5.00	5	13	10
20 miles and over 10 miles	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10
30 miles and over 20 miles	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10
40 miles and over 30 miles	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10
50 miles and over 40 miles	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10

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SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances.	Rate, in cents, per ton of 2,000 lbs.
10 miles and under	$ .50
20 miles and over 10 miles	.50
30 miles and over 20 miles	.55
40 miles and over 30 miles	.65
50 miles and over 40 miles	.70
60 miles and over 50 miles	.75
70 miles and over 60 miles	.80
80 miles and over 70 miles	85
90 miles and over 80 miles	.90
100 miles and over 90 miles	.95

Minimum, 15 tons to a car.

NOTE. These rates apply, *provided* the full products of the cane are reshipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent higher.

RATES ON COTTON PRESSED IN BALES.

	RATES IN CENTS PER 100 POUNDS.
10 miles and under	11
20 miles and over 10 miles	13
30 miles and over 20 miles	15
40 miles and over 30 miles	17
50 miles and over 40 miles	19
60 miles and over 50 miles	21
70 miles and over 60 miles	23
80 miles and over 70 miles	25
90 miles and over 80 miles	27
100 miles and over 90 miles	29
110 miles and over 100 miles	30
120 miles and over 110 miles	31
130 miles and over 120 miles	32
140 miles and over 130 miles	33
150 miles and over 140 miles	34
160 miles and over 150 miles	35

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegestables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Package Tariff "A"	Per Package Tariff "B"	Over Miles	Not Over Miles	Per Package Tariff "A"	Per Package Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples in standard crates of 80 pounds. Barrel or barrel crates, double the crate-rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Egg Plant, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles, in standard crates of 50 pounds, barrel or barrel crates, double the crate rate.

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

Carrabelle, Tallahassee & Ga. railroad
Florida Central & Peninsular railroad
Gainesville and Gulf railroad
Georgia Southern & Florida railroad.
Jacksonville, Tampa & Key West Ry.
Louisville & Nashville railroad.
Plant System.
Tavares & Gulf railroad.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance hauled over each road.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples, in standard crates of 80 pounds. Barrel or barrel crates, double the crate rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomates, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions. Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

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LOCAL EXPRESS RATES ON COMMODITIES AS REVISED, ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1, 1899, the following rates on strawberries will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

Carrabelle, Tallahassee & Ga. railroad
Florida Central & Peninsular railroad
Gainesville & Gulf railway.
Georgia Southern & Florida railroad.
Louisville & Nashville railroad.
Plant System.
Tavares & Gulf railroad.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCE.	CLASS. Per Crate. G.	V.
10 miles and under	13	10
20 miles and over 10 miles	13	10
30 miles and over 20 miles	13	10
40 miles and over 30 miles	13	10
50 miles and over 40 miles	13	10
60 miles and over 50 miles	15	10
70 miles and over 60 miles	16	10
80 miles and over 70 miles	16	10
90 miles and over 80 miles	16	10
100 miles and over 90 miles	16	10
110 miles and over 100 miles	16	11
120 miles and over 110 miles	16	11
130 miles and over 120 miles	16	11
140 miles and over 130 miles	16	11
150 miles and over 140 miles	17	12
160 miles and over 150 miles	17	12
170 miles and over 160 miles	18	12
180 miles and over 170 miles	18	12
190 miles and over 180 miles	18	13
200 miles and over 190 miles	18	13
210 miles and over 200 miles	19	13
220 miles and over 210 miles	19	13
230 miles and over 220 miles	19	14
240 miles and over 230 miles	20	14
250 miles and over 240 miles	20	14

For distances exceeding 250 miles the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

Exceptions.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES ON FLORIDA EAST COAST RAILWAY.

DISTANCE.	CLASS. Per Crate.	
	G.	V.
10 miles and under	10	8
20 miles and over 10	11	8
30 miles and over 20	12	9
40 miles and over 30	13	9
50 miles and over 40	14	10
60 miles and over 50	15	11
70 miles and over 60	16	11
80 miles and over 70	17	11
90 miles and over 80	18	12
100 miles and over 90	19	12
110 miles and over 100	20	13
120 miles and over 110	20	13
130 miles and over 120	21	14
140 miles and over 130	22	15
150 miles and over 140	23	16
160 miles and over 150	24	17
170 miles and over 160	25	18
180 miles and over 170	25	19
190 miles and over 180	26	20
200 miles and over 190	27	21
210 miles and over 200	28	22
220 miles and over 210	29	23
230 miles and over 220	29	24
240 miles and over 230	30	25
250 miles and over 240	31	26
260 miles and over 250	32	27
270 miles and over 260	33	28

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES ON FLORIDA EAST COAST RAILWAY. —*Continued.*

DISTANCE.	CLASS. Per Crate.	
	G.	V.
280 miles and over 270	34	29
290 miles and over 280	35	30
300 miles and over 290	36	31
310 miles and over 300	37	32
320 miles and over 310	38	33
330 miles and over 320	38	34
340 miles and over 330	39	35
350 miles and over 340	40	36
360 miles and over 350	40	37
370 miles and over 360	40	37
380 miles and over 370	40	37
390 miles and over 380	40	37
400 miles and over 390	41	38
410 miles and over 400	41	38
420 miles and over 410	42	39
430 miles and over 420	42	39
440 miles and over 430	43	40
450 miles and over 440	43	40
460 miles and over 450	44	41
470 miles and over 460	44	41
480 miles and over 470	44	42
490 miles and over 480	45	42
500 miles and over 490	45	42

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CLASSIFICATION.

CLASS G—FRUIT.

Oranges, Lemons, Limes, Grape Fruit Pineapples.
In standard crates of 80 pounds.
Barrels or barrel crates double the crate rate.
Strawberries in crates of 50 pounds.

CLASS V—FRUIT.

Peaches, Pears and Guavas.

VEGETABLES.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles.
In standard crates of 50 pounds.
Barrels or barrel crates double the crate rate.

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DISTANCE TABLES.

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DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Denver	77.5	Kissimmee	166.0
Edgewood	3.6	Hammond	81.2	Campbell	170.0
Youkon	9.4	Seville	83.4	Loughman	177.1
Orange Park	14.0	Pierson	89.1	Davenport	182.2
Doctor's Inlet	20.4	Eldridge	91.5	Haines City	187.0
Russell	23.9	Barberville	93.8	Bartow Junction	193.7
Magnolia Springs	28.3	De Leon Springs	99.0	Auburndale	198.0
Green Cove Springs	29.8	Glenwood	102.2	Carter's	203.2
Walkill	33.3	DeLand Junction	107.2	Lakeland	208.6
West Tocoi	40.2	Orange City Junction	112.3	Winston	212.7
Bostwick	45.7	Enterprise Junction	118.1	Youman's	215.7
Teasdale	48.6	Monroe	121.0	Plant City	219.1
Pecan	51.6	Sanford Jnuction	124.3	Dover	225.3
Palatka	54.9	Sanford	125.0	Seffner	228.7
Lundy	57.3	Lake Mary	130.8	Orient	235.0
Buffalo Bluff	62.1	Longwood	135.4	Thonotosassa Jct.	237.9
Satsuma	63.9	Altamonte Springs	138.3	Ybor City	239.1
Sisco	67.0	Maitland	140.9	Tampa	240.6
Pomona	69.4	Winter Park	143.4	Carlow	241.4
Como	71.0	Orlando	148.2	Dewey	244.9
Huntington	71.2	Smithville	155.6	Port Tampa City	247.9
Crescent City Jct.	77.0	Connelly	160.2	Port Tampa	249.6

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Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

Jacksonville to St. Petersburg.

Jacksonville	0.0	Rochelle	93.5	St. Catherine	183.3
Moncrief	3.5	Micanopy Jct.	99.1	Croom	189.2
Cambon	9.3	Evinston	101.7	Rital	194.1
Cash Point	14.1	McIntosh	104.6	Trilby	198.3
Baldwin	19.2	Orange Lake	106.1	Blanton	203.2
McPherson	26.8	Proctor	107.0	San Antonio	209.3
Bessent	30.8	Reddick	110.5	Pasco	213.0
Sapp	37.8	Lowell	113.4	Ehren	221.5
Ellerbee	41.7	Martin	116.6	Odessa	231.8
Raiford	44.8	Kendrick	119.6	Keystone Park	235.5
Rylander	47.1	Ocala Junction	124.2	Tarpon Springs	242.4
Lake Butler	51.9	Ocala	125.1	Sutherland	247.9
Hiers	58.8	Cornell	131.3	Ozona	248.6
Santa Fe	63.9	Candler	138.6	Dunedin	252.7
Hainsworth	68.2	Weirsdale	146.6	Clear Water	255.9
Burnett's Lake	70.8	Lady Lake	151.3	Bellair	256.9
Hague	74.1	Leesburg	159.0	Largo	259.5
Paradise	80.4	Okahumpka	164.5	Cross Bayou	264.3
Gainesville	84.5	Center Hill	173.6	Lellman	268.4
Kelley's Mill	91.8	Webster	178.2	St. Petersburg	273.6

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Jacksonville to Wilcox.

Jacksonville	0.0	West Alachua	72.5	Tyler	93.9
Baldwin	19.2	Cadillac	77.0	Trenton	98.1
Lake Butler	51.9	Komoko	82.1	Wilcox	104.5
Burnet's Lake	70.8	New Berry	84.6		

Lakeland to Waycross.

Lakeland	0.0	Dunnellon	80.8	Lake City Junction	152.4
Kathleen	7.6	Juliette	85.3	Hildredth	156.1
Stokes	11.5	Romeo	92.5	Branford	163.2
Millard	15.6	Morristown	97.6	O'Brien	168.7
Richland	20.8	Montbrook	101.3	McAlpin	175.6
Dade City	27.5	Williston	105.5	Pine Mount	177.3
Trilby	34.0	Gun	108.0	Padlock	182.1
Rital	38.2	Raleigh	109.4	Live Oak	186.8
Croom	43.1	Eve	112.6	North Live Oak	187.8
Istachatta	49.1	Archer	117.2	Suwannee	193.8
Floral City	56.0	Half Moon	122.6	Marion	197.5
Inverness	62.8	Newberry	127.0	Jasper	202.9
Hernando	68.3	Lexington	129.4	Baker's Mill	206.9
Holder	73.6	Clark	135.2	Haylow, Ga.	224.2
Elliston	75.9	High Springs	140.2	Dupont Jct., Ga.	235.1
Gulf Junction	79.3	Fort White	149.5	Waycross, Ga.	270.0

High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3

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ATLANTIC COAST LINE RAILWAY—Continued.

Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gordo	86.0
Bartow	13.0	Moffitt	45.6	Acline	90.2
Homeland	19.2	Buchanan	48.4	Gilchrist	99.1
Fort Meade	23.9	Gardner	52.5	Samville	106.8
Whidden Creek	26.4	Brownville	56.0	Tice	109.8
Jane Jay	28.4	Arcadia	62.0	Fort Myers	114.0
Bowling Green	31.7	Nocatee	66.0		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	8.9	Juliette	22.0	Crystal	40.5
York	12.4	Dunellon	26.5	Homosassa	49.9

Sanford to Trilby.

Sanford	0.0	Palm Springs	13.2	Oakland	32.1
Sanford Junction	0.8	Forest City	15.9	Mineoua	41.1
New Upsala	2.8	Lakeville	20.4	Clermont	42.7
Twin Lakes	3.8	Clarcona	22.3	Mascotte	42.0
Paola Junction	5.3	Fullers	26.0	Linden	61.2
Pine Crest	6.1	Crown Point	27.2	Tarrytown	62.4
Island Lake	7.6	Winter Garden	29.4	Riverland	67.7
Glen Ethel	10.0	Tildenville	30.9	Trilby	73.7

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Sanford to Astor.

Sanford	0.0	Tufts	8.8	Tavares	29.3
Sanford Junction	0.8	Ethel	10.8	Eustis	33.8
New Upsala	2.8	Cassia	12.8	Fort Mason	35.7
Twin Lakes	3.8	Wayland	15.4	Umatilla	39.8
Paola Junction	5.3	Lovejoy's Mill	16.8	Altoona	42.9
Paola	5.8	Sorrento	18.4	Pittman	45.0
Markham	7.8	Mount Dora	23.9	Astor	60.5

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Oviedo	17.0
Sanford Junction	0.8	Clydes	7.4	Lake Charm	18.4
Fort Reed	3.2	Clifton	12.0		

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0		

DeLand Junction and DeLand.

De Land Junction	0.0	Stetson	2.1	De Land	4.0

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ATLANTIC COAST LINE RAILWAY—Continued.

Kissimmee to East Apopka.

Kissimmee	0.0	Windemere	18.0	Apopka	33.0
Shingle Creek	3.0	Gotha	21.0	East Apopka	34.0
McLane's	5.0	Ocoee	24.0		
Waco	17.0	Clarcona	29.0		

Kissimmee to Narcoossee.

Kissimmee	0.0	St. Cloud Junction	6.1	Runnymede	12.8
Carolina	4.5	Peento	11.0	Narcoossee	14.4

Bartow Junction to Bartow.

Bartow Junction	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Excelsior Park	13.2		
Winter Haven	5.0	Jordonsville	12.0		

Winston to Tiger Bay.

Winston	0.0	Mulberry	10.8	Phosphoria	20.5
Medulla	6.0	Pierce	13.8	Agricola	22.0
Christina	7.5	Pebbledale	15.0	Tiger Bay	25.9
Bone Valley Junction	8.8	Green Bay	17.6		

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Idlewild Park	5.5	Harney	8.5		

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Croom to Brooksville.

Croom	0.0	Brooksville	10.0		

Palatka to Rochelle.

Palatka	0.0	Interlachen	16.6	Rochelle	38.9
Francis	4.4	Edgar	21.2		
Hollister	11.5	Hawthorne	30.0		

Micanopy Junction to Tacoma.

Micanopy Junc	0.0	Micanopy	3.4	Tacoma 6	8.4

Proctor to Citra.

Proctor	0.0	Citra	6.1		

Lake City to Lake City Junction.

Lake City	0.0	Drews	10.7	Lake City Junction	18.7

Monticello to Thomasville.

Monticello	0.0	Metcalf	14.0	Thomasville, Ga.	24.0

River Junction to Climax.

River Junction	0.0	Fowltown, Ga.	21.6		
Faverville, Ga.	14.9	Climax	30.3		

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SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Watertown	56.5	Aucilla	130.9
Marietta	6.8	Lake City	58.9	Drifton	138.3
White House	10.4	Ogden	64.4	Braswell	140.7
Millerton	13.2	Welborn	70.3	Lloyd	147.3
Baldwin	18.3	Houston	75.7	Chaires	153.8
Mattox	22.3	Live Oak	81.1	Tallahassee	165.3
McCleany	27.2	Falmouth	91.1	Ocklocknee	173.7
Glen St. Mary	29.6	Ellaville	94.6	Midway	177.4
Drake	32.2	Lee	102.2	Quincy	189.3
Sanderson	36.6	West Farm	104.4	Gretna	194.6
Woodstock	38.8	Madison	109.7	Mt. Pleasant	197.9
Olustee	46.5	Champaign	114.8	Jamison	200.8
Mt. Carrie	51.0	Greenville	123.5	River Junction	207.9

Jacksonville to Tampa.

Jacksonville	0.0	Anthony	91.5	Lacoochee	156.2
Baldwin	18.3	Oak	95.1	Owensboro	157.9
Fiftone	21.8	Silver Springs Jct.	97.4	Dade City	163.9
Maxville	25.9	Silver Springs	99.3	Pasadena	166.4
Highland	32.4	Ocala	101.1	Phelps	170.3
Lawtey	37.4	Santos	108.9	Greer	171.3
Starke	44.3	Belleview	112.8	Abbott	173.5
Hampton	50.5	Summerfield	116.8	Knights	184.9
Waldo	55.9	Dallas	119.4	Plant City	189.0
Orange Heights	61.1	Oxford	122.5	Turkey Creek	193.8
Campville	65.1	Wildwood	127.1	Sidney	195.5

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Hawthorne	70.1	Coleman	131.7	Valrico	198.5
Lochloosa	76.5	Panasofkee	135.1	Brandon	200.8
Island Grove	80.1	Edenfield	140.0	Limona	201.8
Citra	82.6	Bushnell	141.8	Ybor City	210.1
Meadows	85.1	St. Catherine	145.7	Tampa	211.7
Sparr	88.2	Terrell	149.9		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonia	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.2
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	Inglehome	38.5
O'Neil	6.0	Callahan	27.0	Brandy Branch	40.8
Lofton	8.5	Crawford	31.6	Balwin	47.0
Yulee	12.0	Dahoma	34.8		
Wilson	14.0	Verdie	36.6		

Waldo to Cedar Key.

Waldo	0.0	Kanapaha	21.0	Otter Creek	49.6
Millican	3.4	Palmer	24.2	Ellzey	51.2
Fairbanks	7.1	Archer	28.5	Wylly	59.3
Gainesville	14.0	Albion	33.5	Rosewood	60.7
Daysville	17.6	Meredith	34.7	Sumner	63.2
Hammock Ridge	18.7	Bronsosn	37.8	Luckens	68.1
Arredondo	19.9	Lennon	43.8	Cedar Keys	70.9

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Starke to Wannee.

Starke	0.0				
Sampsosn Junction	7.1	LaCrosse	20.5	Arno	33.4
Wainrights	8.3	Getzens	21.3	Clarke	36.3
Clayno	10.9	Hainsworth	23.8	Neals	41.9
Atlantic	13.4	Burnett's Lake	26.4	Williford	47.1
Brooker	15.2	A. C. L. Junction	27.0	Bell	51.9
Thomasville	17.0	Alachua	28.1	Wannee	57.3
		Hodges	30.9		

Archer to Early Bird.

Archer	0.0	Gunnells	9.0	Morriston	19.4
Eve	4.4	Williston	11.5	Standard	24.3
Raleigh	7.6	Montbrook	15.7	Early Bird	27.1

Wildwood to Orlando.

Wildwood	0.0	Eldorado	15.3	Plymouth	37.9
Orange Home	3.1	Tavares	22.3	Apopka	41.2
Sprinks	5.6	Ellsworth Junction	25.9	Piedmont	43.8
Whitney	7.5	Victoria	30.1	Toronto	45.2
Montclair	9.0	Wallings	31.0	Lockhart	47.2
Leesburg	11.4	Gainesboro	32.3	Fairvilla	50.6
Sunnyside	13.9	Zellwood	33.9	Modello Park	51.3
Sadie	14.6	McDonald	36.2	Orlando	54.0

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Orlando to Lake Charm.

Orlando	0.0	Winter Park	4.8	Oviedo	15.4
Rowena	2.1	Golden Rod	9.3	Lake Charm	16.6
College Station	4.4	Gabriella	10.4		

Turkey Creek to Sarasota.

Turkey Creek	0.0	Eric	35.6	Manatee	44.1
Durant	5.0	Terra Ceia Junction	39.0	Bradentown Junction	44.4
Boyette	11.1	Terra Ceia	44.4	Bradentown	45.4
Balm	16.4	Ellenton Junction	41.1	Oneco	48.7
Wimauma	20.2	Ellenton	41.9	Sarasota	55.7
Willow	25.9	Palmetto Junction	42.2	Fruitville	59.5
Parish	32.0	Palmetto	43.4		

Plant City to Nichols.

Plant City	0.0	Hopewell	6.4	Welcome	13.0
Coronet Junction	2.2	Alafia	8.5	Edison	13.2
Coronet	3.5	Keysville	10.4	Nichols	15.6
Trapnell	4.2	Keysville Junction	10.9		

Tallahassee to St. Marks.

Tallahassee	0.0	Ferrell	10.1	St. Marks	20.7
Lutterloh 'Spur	8.4	Vareen	12.7		
Woodville	9.5	Wakulla	15.2		

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SEABOARD AIR LINE RAILWAY.—Continued.

Tallahassee to Covington.

Tallahassee	0.0	Walton	12.9	Covington	32.3
St. Marks Junction	2.9	Wacissa	21.3		
Corey	10.3	Leonton	23.6		

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		

GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	31.8	Suwannee Valley	82.8
A. C. L. Junction	1.0	Hampton	36.4	White Springs	86.3
Woodbine	8.0	Sampson City	42.1	Winn	89.7
Carraway	10.6	New River	46.8	Genoa	93.2
Baywood	13.8	Lake Butler	53.1	Jasper	103.8
Florahome	16.9	Guilford	58.1	Avoca	109.9
Grandin	18.9	Lula	63.7	Jennings	115.3
Putnam Hall	21.5	Jefferson	67.0	Melrose, Ga.	118.8
Lake Geneva	26.1	Lake City	74.4	Valdosta, Ga.	134.4
Brooklyn	28.2	Winfield	80.0		

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	27.5	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.6	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.1		
Crawford	17.7	Eddy	45.6		

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TAMPA & JACKSONVILLE RAILWAY.

Sampsosn City	0.0	Cannon's	24.5	Simonton	39.9
Graham	4.5	Rocky Point	25.7	Hickman	41.5
Cyril	7.0	Wacahoota	29.3	Southside	42.4
Bellamy	11.5	Clyatts	32.6	Dungarvin	43.4
Ellithorpe	16.0	Kirkwood	33.3	Irvine	45.0
A. C. L. Crossing	19.0	Tacoma	34.4	Fort Drane	46.3
Gainesville	20.0	Micanopy	36.7	Fairfield	48.0
S. A. L. Crossing	20.3	Tuscawilla	39.2		

FLORIDA RAILWAY.

Live Oak	0.0	Suwannee River	16.6	Askold	36.7
Nebo	6.0	Norwood	19.4	Charlton	39.2
Lanier Siding	10.0	Mayo	22.6	Keene	43.1
Kirkland	12.4	Alton	25.1	Fenhollway	46.1
Wilmarth	16.0	San Pedro	26.1	Denamrk	49.7
Luraville	20.5	Salt Road	28.0	Perry	52.0

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Dowling Park	17.0	Smith	33.0
S. A. L. Crossing	1.0	Chancey	18.0	Fenholloway	38.0
Starr	6.5	Mayo Junction	20.7	Florida Ry. Crossing	39.0
Mercer	8.5	Day	22.0	Blue Creek Junction	40.0
Platt	10.0	Silo	25.0	Perry	44.0
Lancaster	14.0	Townsend	28.0	Hampton Springs	49.0

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LIVE OAK, PERRY & GULF RAILROAD.—Continued.

Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE.

Pensacola Division.

Pensacola	0.0	Quintette	19.0	McDavid	34.0
Goulding	3.0	Molino	23.0	Thrift's	36.0
Moses	3.0	Noriagga	24.0	Bluff Springs	39.0
Brent	4.0	Dolores	25.0	Visscher's	39.0
Olive	7.0	Barth	26.0	Pringle	41.0
Roberts	12.0	McMillan	27.0	Century	42.0
Gonzales	13.0	Pine Barren	28.0	Flomaton, Ala.	43.5
Cantonment	15.0	Jacobi	30.0		
Cottage Hill	17.0	Milner	34.0		

P. & A. Division.

Pensacola	0.0	Griffiths	46.0	Bonifay	107.9
Marine Dock	1.0	Crestview	50.0	Euterpe	108.0
Magnolia Bluff	2.0	Cinco	51.0	Hagerman	112.0
Bohemia	6.0	Deerland	59.0	Piney Grove	113.0
Sand Bluff	6.0	Claroy	61.0	Chipley	116.0
Gulf Point	7.0	Ginsburg	63.0	Colskey	116.0
Yniestra	8.0	Mossy Head	66.0	Macon	118.0
Renson	8.0	Gradan	70.0	Aycock	122.0

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Escambia	9.0	Bear Head	72.0	Cotton dale	126.0
Mulat	12.0	Danzig	72.0	Simla	128.0
Harp	14.0	Pintado	74.0	Fairygrounds	135.0
Galt City	17.0	Tervin	78.0	Marianna	135.0
Bagdad Junction	18 0	Dixon's	79.0	Lulaton	137.0
Milton	19.0	DeFuniak Springs	79.0	Lorena	140.0
Bayou Siding	20.0	Argyle	83.0	Criglar	142.0
Good Range	29.0	Ponce de Leon	90.0	Cypress	146.0
Kenneth	35.0	Valle	93.0	Grand Ridge	149.0
Holts	38.0	Gelder	96.0	Inwood	152 0
Galliver	40.0	Westville	97.0	Snead's	155.0
Hamm	41.0	Caryville	99.0	Chattahoochee River Ldgs.	159.0
Milligan	46.0	Long Pine	103.0	River Junction	161.0

Yellow River Branch.

Crestview	0.	Pineway	13.54	Cowans	19.88
Auburn	3.83	Falco Junction	14.61	Svea	20.82
Caledonia	8.49	Williamson	15.03	Hoogstract	21.50
Campton	10.01	Laurel Hill	16.50	Florala, Ala.	26.35

Alabama Division.

Graceville	0.0	Norna	6.7	Georgiana, Ala	100.1
Eleanor	3.0	High Note	11.6	Montgoemry, Ala.	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction	0.0	Guest	17.1	Sumatra	55.7
Dolan	7.9	Horsford	25.6	Beverly	67.3
Greensboro	12.6	Evans	29.3	Apalachicola	80.0
Juniper	14.4	Trump	33.9		

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ATLANTA & ST. ANDREWS BAY RAILWAY.

Panama City	0.0	Spaun's Siding	31.0	Wetchton	57.0
Mill Bayou	8.0	Compass Lake	37.0	Jacobs	59.0
Bear Creek	19.0	Round Lake	42.0	Campbellton's	63.0
Yonugstown	22.0	Alfords	45.0	State Line	67.0
German American	25.0	Steele City	47.0	Dothan, Ala.	83.0
Fountain	30.0	Cottondale	52.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabbelle	0.0	Arron	29.0	Lake Jackson	59.0
Lanark	5.0	Baker Mill	31.0	Gibson	62.0
MacIntyre	13.0	Hilliardville	36.0	Havana	67.0
Curtis Mills	16.0	Spring gHill	40.0	Hinsosn	68.0
Sopchoppy	19.0	S. A. L. Jnuction	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

FLORIDA CENTRAL RAILROAD.

Vereen	0.0	Fanlew	12.0	Copeland	40.0
Tims	1.0	Cody	19.0	Stringer	41.0
Plank Road	4.0	Mays	25.0	Elmer	42.0
Wooten's Mill	6.0	Wadesboro	29.0	Thomasville, Ga.	59.0
Morgan	9.0	Miccosoukee	36.0		
Presbeyter	10.0	Yarbrough	38.0		

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SOUTH GEORGIA RAILWAY.

Perry	0.0	Sirmans	17.0	Lovett	38.0
Boyd	6.0	Greenville	26.0	Quitman	49.0
Lake Bird	10.0	Dennett	31.0	Adel	77.0
Shady Grove	12.0	Maysland	35.0		

GREENVILLE SOUTHERN RAILWAY.

Greenville	0.0	Fowler	2.0	Myrick	5.0

TAMPA NORTHERN RAILROAD.

Tampa to Brooksville.

Tampa	0.0	Nowatney	10.4	Loyce	33.3
Ybor City	1.1	Stemper	14.6	Enville Junction	39.2
A. C. L. Crossing	2.1	Denham	18.6	Enville	39.7
Garytown	2.3	A. C. L. Crossing	22.0	Rural	43.7
Hardee	5.4	Drexel	22.1	Wiscon Junction	46.7
Flora	8.3	Fivay Junction	28.5	Brooksville	49.7

BROOKSVILLE & HUDSON RAILROAD.

Enville Junction	0.0	Needmore	12.0	Riggins	16.0
Enville	1.0	Fivay Junction	16.0	Hudson	18.0
Sagano	3.0	Fivay	19.0	Port Richey	22.0

Wiscon Junction to Took Lake.

Wiscon Junction	0.0	Norman	6.0	Took Lake	10.0
Wiscon	3.0	Freeman	8.0		

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CHARLOTTE HARBOR AND NORTHERN RAILWAY.

Arcadia	0.0	Boggess Landing	13.0	Boca Grande	50.0
Nocatee	4.0	Platt	15.0	Golden Gate	51.0
Hull	9.0	Charlotte	25.0	South Dock	52.0
Fort Ogden	12.0	McCall	34.0		
Liverpool	8.0	Placida	42.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	11.0	Valdosta	28.6
Hanson	7.8	Olympia	15.1		

PENSACOLA & PERDIDO RAILROAD.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29

PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction	0.0	Klondyke	6.3	Muscogee.	15.3

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FLORIDA EAST COAST RAILWAY.

Jacksonville to Knight's Key Dock.

Jacksonville	0.0	City Point	169.3	Boca Ratone	324.6
South Jacksonville	1.3	Cocoa	173.1	Deerfield	327.0
Bowden	5.0	Rockledge	174.7	Pompano	333.1
Nesbitt	9.3	Bonaventure	179.4	Colohatchee	338.3
Greenland	12.8	Pineda	182.7	Fort Lauderdale	341.2
Bayard	15.3	Eau Gallie	189.8	Dania	345.9
Durbin	20.6	Sarno	190.4	Hallandale	350.6
Woodland	24.2	Milbourne	194.2	Ojus	353.4
Sampson	27.3	Tillman	197.4	Fulford	354.7
Magnolia Grove	31.4	Malabar	199.9	Arch Creek	357.4
Baker Siding	34.8	Valkaria	203.0	Biscayne	359.0
St. Augustine	36.7	Grant	205.5	Little River	360.6
Dean Siding	37.1	Micco	208.6	Lemon City	361.8
Hurds	44.2	Roseland	212.4	Buena Vista	363.2
Elkton	47.1	Sebastian	214.5	Miami	365.6
Armstrong	49.0	Wabasso	219.3	Cocoanut Grove	370.9
Holy Branch	51.1	Quay	221.9	Larkin	373.7
Hastings	53.7	Gifford	225.5	Kendal	376.4
Orange Mills	57.3	Vero	227.8	Benson	378.6
East Palatka	61.5	Oslo	231.1	Keys	379.0
San Mateo Junction	62.8	Viking	234.6	Rockdale	380.2
Yelvington	66.6	St. Lucie	238.9	Perrine	381.6
Roy	68.8	Ft. Pierce	241.5	Peters	382.5
Dinner Island	76.4	White City	246.4	Goulds	385.8
Neoga	80.3	Eldred	247.2	Black Point	386.7
Espanola	82.3	Ankono	249.0	Princeton	387.8
Bunnell	86.6	Walton	252.4	Naranja	389.3
Dupont	90.1	Yamoto	321.3	Modello	391.5

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FLORIDA EAST COAST RAILWAY—Continued.

Jacksonville to Knights Key Dock—Continued.

Harwood	97.6	Eden	254.4	Homestead	393.9
Tomoka	101.2	Ruxton	254.9	Wooddall Siding	401.3
Ormond Hotels	105.5	Jensen	256.7	Manatee	408.3
Ormond	104.2	Rio	258.8	Jew Fish	415.4
Holly Hill	107.0	Gosling	260.5	Key Largo	417.1
Daytona	109.8	Stuart	261.2	Rock Harbor	424.3
Blake	112.5	Aberdeen	266.3	Tavernier	430.8
Port Orange	114.7	Fruita	268.7	Plantation	434.5
Spruce Creek	119.3	Gomes	272.2	Quarry	438.3
Turnbull Bay	121.3	Hobe Sound	274.7	Islamorada	439.9
New Smyrna	124.6	Likely	277.8	Central Supply	443.6
Hawk's Park	127.1	West Jupiter	282.8	Midway	447.6
Hucomer	131.0	Prairie	290.5	Dodge	449.3
Oak Hill	136.4	Riveria	295.3	Crescent	455.0
Lyrata	143.2	West Palm Beach	299.0	Long Key	457.2
East Mims	150.4	Royal Ponciana	300.0	Grassy	463.9
Titusville	154.4	Breakers	300.1	Vaca	470.8
Pritchards	157.7	Lantana	308.3	Marathon	474.2
Delespine	162.6	Hypoluxo	309.4	Knight's Key Dock	476.8
Frontenac	165.4	Boynton	312.3		
Sharpes	167.7	Delray	316.9		

New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring	9.9	Twin Oaks	24.0
Glencoe	3.1	Rogers	15.4	Orange City	25.5
Briggsville	7.2	Lake Helen	20.5	Orange City Junction	27.4

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Titusville to Sanford.

Titusville	0.0	Aurantia	9.3	Garfield	33.6
Lagrange	2.1	Maytown	16.4	Enterprise	36.2
Mims	4.3	Cow Creek	21.2	Enterprise Junction	40.1
Turnbull	8.0	Kalamazoo	26.8	Sanford	47.4
Turnbull Junction	8.5	Osteen	29.3		

South Jacksonville to Mayport.

South Jacksonville	0.0	San Pablo	13.3	Burnside Beach	21.7
St. Nicholas	1.4	Pablo Beach	16.0	East Mayport	22.6
Springs Glen	2.8	Casliens	17.4	Mayport	24.1
Hogan	4.7	Atlantic Beach	19.0		
Center Park	9.4	Manhattan Beach	21.3		

East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.5		
San Mateo Junction	1.3	San Mateo	4.0		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.0	Palatka Union Station	2.6

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STATISTICS

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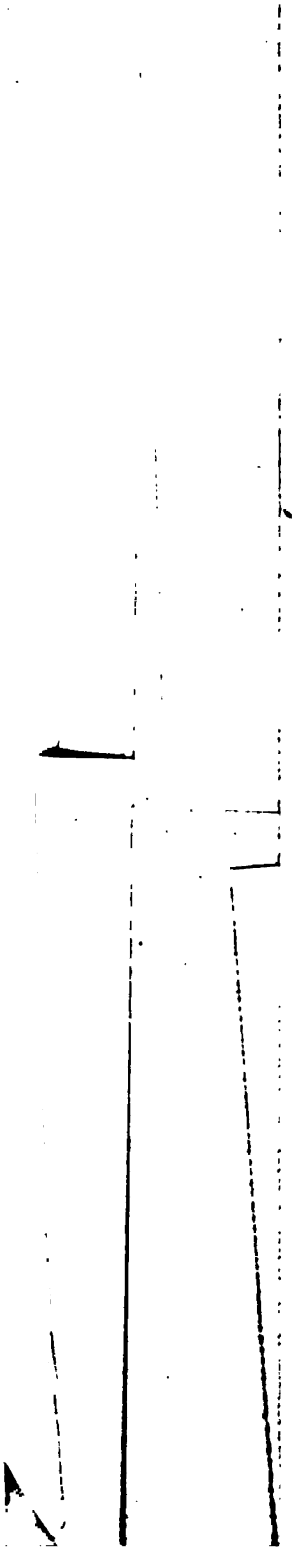
MILEAGE OF RAILROADS IN FLORIDA.

RAILROADS REPORTING.	Miles of Main Line	Miles Yard Track & Sidings	Miles of Branches & Spurs	Line Oprated Under Lease	Lines Operated Under Contract, Etc.	Lines Operated Under Trackage Rights	Total Mileage Operated
Apalachicola Northern	79.02	3.45					79.02
Atlanta & St. Andrews Bay	66.00	.50					66.00
Atlantic Coast Line	878.16	248.31	491.80	27.79		22.21	1,419.96
Charlotte Harbor Northern	48.55	4.45	10.25				58.80
Florida Central	34.10	.70		11.50			45.60
Florida East Coast	477.60	85.33	106.47				584.07
Florida West Shore (Branch S. A. L.)	56.99	8.42	9.03	4.33			70.35
Florida Railway	52.00	2.00	7.00				59.00
Georgia, Florida & Alabama	73.07		11.30				84.37
Georgia and Florida	14.00						14.00
Georgia Southern & Florida	391.61	78.06				3.39	395.00
Greenville Southern	5.00						5.00
Live Oak, Perry & Gulf	56.85	2.72	17.15				74.00
Louisville & Nashville	216.74	49.35	28.70		.94		246.38
*Pensacola, Alabama & Tennessee							
*Pensacola & Perdido							
Plant City, Arcadia & Gulf	12.71	2.50	4.70			.42	17.83
St. Johns River Terminal Co	5.99	11.13					5.99
Seaboard Air Line	746.31	145.23	7.68				753.99
South Georgia	12.41	1.00	26.00				38.41
Standard and Hernando	12.72	9.07		11.95		5.08	29.75
Tampa and Jacksonville	48.00	2.00					48.00
*Tampa Northern							
Tallahassee, Perry & Southeastern	38.83	1.40					38.83
*Tavares & Gulf							
Total	3,326.66	655.62	720.08	55.57	.94	31.10	4,134.10

*No Report.

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THIRTEENTH ANNUAL REPORT

OF THE

Railroad Commission

OF THE

State of Florida

FOR THE YEAR ENDING MARCH 1, 1910



TALLAHASSEE. FLORIDA.

1910

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The Commission

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COMMISSIONERS.

GEO. G. MCWHORTER, *Chairman*, Commissioner; E. J. VANN, Commissioner; WILLIAM HIMES, Commissioner; JOHN G. WARD, *Secretary.*	Aug. 17, 1887, to June 13, 1891.

(Commission was abolished by Act of Legislature, 1891; was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, *Chairman*, Commissioner; HENRY E. DAY, Commissioner; JOHN M. BRYAN, Commissioner; J. L. NEELEY JR, *Secretary.*	July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; JOHN L. NEELEY, *Secretary.*	Jan. 3, 1899, to Jan. 8, 1901.
HENRY E. DAY, *Chairman*, Commissioner; (Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.) JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; JOHN L. NEELEY, *Secretary.* (John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	Jan. 8, 1901, to Jan. 6, 1903.
JEFFERSON B. BROWNE, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary.*	Jan. 6, 1903, to Jan. 3, 1905.
JEFFERSON E. BROWNE, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary.*	Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, *Chairman*, Commissioner; JOHN L. MORGAN, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, *Secretary.*	Jan. 8, 1907, to Jan. 4, 1909.

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R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; S. E. COBB, *Secretary*. (S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	Present term began Jan. 4, 1909.

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REPORT OF
RAILROAD COMMISSION
STATE OF FLORIDA.

Tallahassee, Fla., March 1, 1910.

To His Excellency, Albert W. Gilchrist,
Governor of Florida.

SIR—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1st, 1909, and ending February 28th, 1910, the same being the Thirteenth Annual Report.

PHYSICAL CONDITION OF RAILROADS.

The past year shows marked improvement in the physical condition of nearly all roads in the State, which is set forth more fully in the report of the Commissioners' Inspecting Engineer, found elsewhere in this report.

The Commissioners have kept their Inspector constantly going over the roads, making report after each inspection. We cannot commend too strongly the wisdom of the Legislature in placing the physical condition of railroads under the supervision of the Commissioners and providing for the employment of an Inspector.

The Tavares and Gulf Railroad is probably in the worst conditions of any line in the State, and it is the purpose of the Commissioners to take such steps as are deemed necessary to require the officers of that line to put their property in a safe condition.

WRECKS AND ACCIDENTS.

While many precautions have been taken by the transportation companies to prevent accidents on their lines, yet there continues an appalling list of casualties each year due to accidents and wrecks on railroads, and regard

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for the safety of the traveling public demands that greater care should be taken in the maintenance of the tracks, roadbeds, the rolling stock and in the operation of trains. It is believed that knowledge of the facts attendant upon each train wreck by the State Commissioners of the country will enable many causes for the accidents to be removed and, in fact, when the railroad officials know that these things are to be scrutinized by the State Commissioners it will spur them to greater effort in reducing the causes.

The Railroad Commissioners of a number of States have adopted rules requiring transportation companies to report the facts concerning all wrecks promptly to them. Believing that it was our duty to take such action as we could to protect the lives and property of the public, and being advised of our authority in the law to prescribe such a rule, the Commissioners did in 1907 adopt what was known as Rule No. 12 of the "General Rules" requiring the prompt report of all wrecks to their office.

The provisions of this rule were complied with by every railroad in the State except the Louisville and Nashville Railroad. Mandamus proceedings were brought in our State Supreme Court to compel that road to comply, but the Court held the rule to be invalid; therefore, the railroads have been relieved from making these reports to the Commissioners.

LITIGATION.

The matters in litigation in which the Commissioners are interested, and the present status of such litigation, is fully dealt with in the report of Special Counsel to the Commissioners and found elsewhere in this report. We will add, however, that in the matter of the Louisville and Nashville passenger rate case that we had hoped to have had this matter settled months ago, but the case has been delayed by many adjournments—some of them long between different times when testimony has been taken. On two occasions the attorneys for the Louisville and Nashville Railroad Company have gone to the Circuit Judge to have the time extended. They, however, have sought to speed their case with the State of Alabama because of the fact that their rates are in in that State and they are seeking to have them taken out and raised, but they are not at

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all anxious to speed the Florida case, as they are receiving the higher rate so long as the matter is undetermined.

DEMURRAGE.

The railroad companies sought for two years or more to defeat the operation of our Reciprocal Demurrage Rules, the matter finally being tried out before the Supreme Court of the State. The Court held that the rules were valid and reasonable. We are frequently called upon, however, by shippers and receivers to know if they are entitled to demurrage, etc., and for that reason we are calling attention to the Court's decision in this instance and to say that the Demurrage Rules will be found by interested parties elsewhere in this report.

THE COLLECTION OF CLAIMS.

The Commissioners are authorized to collect claims for over-charges, but not for loss, damage and demurrage.

It having come to the attention of the Commissioners through many complaints received from different sections of the State that claimants were having a great deal of difficulty in the collection of loss and damage claims against transportation companies in this State, in 1907 the Railroad Commissioners recommended to the Governor that a law be enacted which would require transportation companies to pay the reasonable attorney's fees of claimants where the payment of claims was unreasonably delayed and claimants were forced to enter suit to protect themselves. Up to that time claims were delayed in settlement in numbers of cases for months and sometimes for years, and the only redress a claimant had was to enter suit to compel payment, in which event he had to pay his own attorney's fees. As the claims were usually for small amounts, claimants submitted to unreasonable delays in settlement and to the non-payment of claims in many cases rather than go to the expense necessary to compel payment. As a consequence of this, a great injustice was done many claimants throughout the State by various transportation companies.

A law was enacted by the Legislature of 1907 requiring the payment of attorney's fees and interest at the rate of 50 per cent. per annum in case of recovery where claims for over-charge and loss and damage against transportation companies were not paid within sixty days after de-

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mand for payment. The Legislature of 1909 amended this law so as to include claims for loss and damage to baggage and claims for reciprocal demurrage.

A suit for loss and damage to a shipment of live stock brought under the provisions of the law referred to above was appealed to our State Supreme Court and in making its decision recently that Court held the Act to be constitutional, the result being that claimant received the amount of his claim with interest and attorney's fees.

The Commissioners urge claimants to take advantage of this law where just claims are not paid promptly. The fact that the amount of the claim is small does not now prevent claimants from taking steps to compel payment. It is believed that if claimants will insist upon prompt settlement of claims and use this law where necessary that it will soon result in the prompt settlement of claims.

INTERSTATE EXPRESS RATES.

During this report year the Railroad Commissioners endeavored to get an adjustment of the fruit and vegetable rates by express from Florida producing points to markets south of the Potomac and Ohio Rivers, but failed to reach any agreement with them. A schedule of rates was then prepared by the Commissioners and submitted to the Southern Express Company in accordance with the Railroad Commission law, and it was called upon to put into effect this schedule of rates, but declined to do so. This left the matter in shape for an appeal by us to the Interstate Commerce Commission, and as this report goes to press the matter has been placed in the hands of the Commission's Special Counsel for presentation to the Interstate Commerce Commission and will no doubt be brought to an issue before that body within the next few months. The Commissioners regret very much that this petition could not have been filed sooner, but conditions over which the Commissioners had no control prevented.

STATE EXPRESS RATES.

A full schedule of rates has been prepared, together with rules and a classification of express matter, covering all business done by the Southern Express Company between stations in Florida, and notice was served on the Company under date of February 16th fixing a hearing for March 17th to show cause why the said rates, rules

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and classification should not be allowed and adopted for the conduct of State commerce by express.

CHANGES IN CLASSIFICATION.

Since our last Annual Report the following changes in Classification have been made:

Classification No. 3 reads:	Amended to Read:
Box Material—	Box Material—
N. O. S., L. C. L. . . ½ of 6	N. O. S., L.C.L.: Wooden crates, K.D. and wooden or splint crate material K.D., including wooden or splint inside carriers, without tops or handles (nested), mixed or straight, L.C.L. . . . . ½ of 6
	Same, C. L., 24,000 pounds . . . . . P
Brick—	Brick—
Common, L. C. L. . . ½ of 6	Common, L.C.L., in bbls. or boxes. . . . 40% of 6
Fire or Vitrified,, L. C. L. . . . . ½ of 6	Fire or Vitrified, L.C.L., in bbls. or boxes. . 40% of 6
Fire or Vitrified, L. C. L. . . . . P	Fire or Vitrified, C.L. . . . . P
	Note—No Brick, other than Bath, taken L.C.L. except in bbls. or boxes.
Fish—	Fish—
Fresh, packed, prepaid or guaranteed, L. C. L. 1	Fresh, packed, prepaid or guaranteed, L.C.L. . . 5
Fresh, in refrigerator car, C. L. 5	Fresh, in refrigerator car, C.L., 10c per 100 lbs. higher than . . . . . B
Note—No freight charges to be made for ice in same car necessary for preservation in transit, provided that not more than 4,000 pounds per car be carried free.	Note—No charge will be made for the transportation of ice necessary to preserve carload shipments in transit.

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Meats—	
Fresh, N.O.S. (including dressed poultry), prepaid or guaranteed, L.C.L....	3
Seed—	
Cotton, L. C. L., except for fertilizer	6
Cotton, C. L., except for fertilizer	D
Kilns—	
Kilns, lumber drying, L.C.L.....	3
Same, C.L.	6

Meats—	
Fresh, N. O. S. (including dressed poultry), prepaid or guaranteed, L. C. L.	5
Seed—	
Cotton, L. C. L. ..	D
Cotton, C. L.	M
On page 66, under "Syrups," insert:	
Cane, corn, glucose, malt, maple, rock candy and sorghum syrups..	R
Kilns—	
Kilns, lumber drying, including iron pipe, pipe fittings, iron rail, iron supports, iron bottom plates, iron top caps, rail clamps, iron rods, nuts, iron trucks without motors, hangers, belts and washers, L. C. L.	6
Same, C. L. .....2-3 of 6	

HEARINGS AND INVESTIGATIONS.

The office of the Railroad Commission, by the law creating it, is located at the State Capital, where almost daily sessions are held every working day in the year. We endeavor to give prompt attention to every petition, complaint or request for information. If the complaint is unusually urgent, as in the case of the failure of some transportation company to move perishable freight promptly, the telegraph wires are used to secure immediate relief. Usually, when a complaint or petition is received, an effort is made by the Commissioners to reach an adjustment with the transportation company interested in an informal way, either by correspondence or in a personal conference with the officials of the company. By far the greater number of the complaints made to the Commission are satisfactorily adjusted in an informal

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way; however, should it be impossible to do this, a formal hearing is had, at which both the representatives of the complainant and the transportation company are given an opportunity to be heard, after which the Commissioners make such decision as to them seems just. The rules of the Commission require that complaints shall be in writing, but no particular form is necessary. A letter explaining the nature of the trouble a shipper may be having about some transportation matter, received by the Commission, will be given prompt attention.

In addition to the sessions held in Tallahassee, in response to complaints and petitions, the Commissioners have held hearings or investigations, during the year just past, at Miami, West Jupiter, Stuart, Jacksonville, Live Oak, Glen St. Mary, Bostwick, Barberville, DeLand, Florahome, Wade, Taylorville, Citronelle, Fruitville, Turkey Creek, Tampa, Ocala, Carrabelle, River Junction, Bonifay, Pensacola and Micanopy. These trips have carried the Commissioners to the different sections of the State and have enabled them to become more familiar with the conditions in each section.

PETITIONS.

The Commissioners receive a great many petitions from various parts of the State calling upon them to require the erection of depots, the building of sidetracks, the establishment of agencies and flag stops, etc. It frequently happens that persons will sign these petitions just for accommodation, withdrawing their names from the petitions after an investigation has begun, or, even worse, will assume a position entirely inimicable to what is asked for in the original petition.

On one occasion two of the Commissioners traveled 250 miles in response to a petition to investigate the necessity of requiring the construction of a depot and found that only two of those who had signed the petition resided in the community; the rest of them were residents of a town four miles away, who merely signed the petition for accommodation. In this instance, the Commissioners found that the conditions did not warrant what was asked for by the petitioners.

The Commissioners are of the opinion that no one should sign a petition of this nature unless he is directly

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interested. In many of these cases we have to make a personal investigation on the ground to determine what action, if any, should be taken, all of which costs the State money. No man ought to say, "Oh, yes, I will sign the petition if it will be any accommodation to you." Experience shows that good business men, whom it would seem would give some consideration to these matters, sign petitions in the manner indicated. This condition is so prevalent that in nearly every case the answer of the railroad managers to whom the petitions are presented is that they amount to nothing, that they could get up a petition to hang a man as easily as for any other purpose.

The people of a community have a right to petition this office for cause, and it is their duty to do so, but should not mislead the Commissioners with petitions which do not represent the facts and signed by persons not interested in the subject matter of the petition.

DEPOTS AND AGENCIES.

Depots have been built or improved and agencies established by correspondence or by order of the Commissioners at the following places: Union depot, Live Oak; depot, Gainesville, S. A. L. Railway; agency, Pompano; depot improved, Gainesville. A. C. L. Railroad; depot improved, Bonifay; depot built, Taylorville; agency established, Taylorville; depot built, Wade; agency established, Wade; depot built, Ocoee; depot enlarged, Turkey Creek; union depot ordered, Tampa; depot improved, Ocala, S. A. L. Railway; depot built, Glen St. Mary; agency established, Barberville; depot improved, Lowell; agency established, Citronelle; depot built, Carrabelle; express shed erected, Fort Pierce; express shed erected, Stuart.

NEW ROADS GIVEN RATES.

The following roads have been given rates by the Commissioners during the past year, viz.:

Madison Southern Railway, six miles.

Suwannee River and White Springs Railway, ten miles.

Tampa and Gulf Coast Railway, twenty-one miles.

Ocala Northern Railroad, eighteen and seven-eighths miles.

Marianna and Blountstown Railroad, twenty-nine and six-tenths miles.

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SALARIES AND EXPENSES OF RAILROAD COMMISSION OF FLORIDA FOR THE YEAR ENDING DECEMBER 31, 1909.

Salaries and Expenses for six months ending June 30, 1909:

Salaries of Three Commissioners	$ 3,750.00
Salary of Secretary	750.00
Salary of Special Counsel	2,250.00
Salary of Inspecting Engineer	1,050.00
Salary of Stenographer	592.00
Salary of Janitor	120.00
Traveling Expenses of Commissioners	265.88
Traveling Expenses of Counsel	235.10
Traveling Expenses of Inspecting Engineer	154.35
Legal Expenses—Witnesses, filing and copies of papers	132.44
Stationery	167.38
Printing	992.00
Postage	152.48
Freight and Express	19.87
Auditing Louisville and Nashville Railroad	8,196.70
Auditing Atlanta and St. Andrews Bay Railway	359.00
Telegraph	38.52
Telephone	12.00
Filing Cases and other Office Fixtures	148.15
Subscriptions to Rate Journals	17.00
Typewriter	60.00
Law Books	7.00
Fuel and Cleaning Offices on Removing	2.75
Ice Tickets	5.00
Estimating Depots	.....
Total for six months ending June 30, 1909	$19,477.62

Of this amount, $6,747.01 was covered by Special Deficiency Appropriation under Chapter 5876, Acts of the Legislature of 1909, and was not paid out of the General Appropriation.

Salaries and Expenses for six months ending December 31, 1909:

Salaries of Three Commissioners	$ 3,750.00
Salary of Secretary	749.99

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Salary of Special Counsel	1,512.50
Salary of Inspecting Engineer	1,050.00
Salary of Stenographer	320.00
Salary of Janitor	120.00
Traveling Expenses of Commissioners	907.42
Traveling Expenses of Special Counsel	522.28
Traveling Expenses of Inspecting Engineer	429.42
Traveling Expenses of Stenographer	35.40
Legal Expenses—Witnesses, filing and copies of papers	39.10
Stationery	73.65
Printing	7.70
Postage	234.95
Freight and Express	20.14
Auditing Louisville and Nashville Railroad	2,064.00
Telegraph	32.75
Telephone	12.00
Filing Cases and other Office Fixtures	90.85
Law Books	30.50
Ice Tickets	3.00
Estimating Depot Buildings	20.00
Services and Expenses of Special Examiner and Stenographers in L. and N. R. R. passenger rate case—court cost	666.87
Total for six months ending Dec. 31, 1909	$12,690.52
Total for six months ending June 30, 1909	$19,477.62
Total for the year ending Dec. 31, 1909	$32,168.14

Respectfully submitted,

R. HUDSON BURR, Chairman.
NEWTON A. BLITCH.
ROYAL C. DUNN.

Attest: J. WILL YON, Secretary.

REPORT OF SPECIAL COUNSEL.

Tallahassee, Fla., March 1st. 1910.

Hons. R. Hudson Burr,
Newton A. Blitch,
Royal C. Dunn,
Railroad Commissioners.

DEAR SIRS: I make the following report of the legal matters in your office since March 1, 1909:

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INJUNCTION CASES.

The case of the Louisville and Nashville Railroad Company to enjoin you from reducing its four-cent per mile passenger rate on its Pensacola and Atlantic Division has engaged more of my time and attention than any other pending case. As the oldest case on the docket, and on account of its great public importance, it is entitled to precedence over others, many of which, now remaining unadjudicated, would otherwise have been finally disposed of. An excellent reason for pressing this case to its final conclusion is that the preliminary injunction, which was granted on the filing of the bill, enables the railroad company to collect one cent per mile more than your three-cent rate, which will be practically lost to the public if your rate shall be affirmed by the court.

On July 2, 1909, Judge Sheppard, of the United States Circuit Court for the Northern District of Florida, appointed Hon. Emmett Wilson as Examiner to take testimony in the case. I began the testimony on your behalf at Pensacola on August 18th and since the adjournment of the hearing at Pensacola have also attended meetings at Tallahassee and Louisville, at which latter place I have been compelled to spend much time. I have also been called away twice to argue motions made by the railroad company to postpone the hearings, once from Louisville to Pensacola, and again, in this current month, from Tallahassee to Pensacola and thence to Tampa. The date fixed by the Court for the next hearing is March 15, 1910, at Louisville, and I trust that I shall be able to bring the cause to a conclusion in the Circuit Court within a reasonable time. Rate cases involving as they do abstruse questions of law, and a mass of figures to be considered and analyzed carefully are the most difficult part of your legal work.

In the case of the Trust Company of America vs. the Florida East Coast Railway Company, and you, as Railroad Commissioners, to enjoin the execution of your order requiring the railway company to abolish certain arbitrary passenger rates over three cents per mile between certain points, the plaintiff has not yet completed its testimony.

During the summer the Florida East Coast Railway Company filed an injunction bill in the Circuit Court of Dade County to restrain you from enforcing your orders

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for building a depot at Naranja and a depot and spur track at Viking, and for establishing a permanent station agent at White City. The railway company made a motion for an injunction, which I resisted on the facts and also by filing a demurrer to the bill on the ground that an injunction bill did not lie in such cases.

The motion and demurrer were argued at length before Judge Jones at Sanford. The Judge sustained my demurrer and dismissed the bill.

INTERSTATE COMMERCE COMMISSION CASES.

In my last report I mentioned that I had filed at your request a petition with the Interstate Commerce Commission against the Seaboard Air Line Railway and the Atlantic Coast Line Railroad Company, setting forth that the rates on cotton shipped to Savannah from Alachua were 39 cents, from Gainesville 40 cents and from Hawthorne 69 cents per 100 pounds, and that, as the distances were the same, the cotton rate ought to be 39 cents from each of these places.

On April 5, 1909, the Interstate Commerce Commission sustained our complaint and held that the rates from Gainesville and from Hawthorne were unreasonable and discriminatory. It was therefore, ordered that a 39-cent rate be made to Savannah from each of these last places.

While you are not as yet formal parties to the cases before the Interstate Commerce Commission involving the rates on fruit and vegetables out of Florida, I have consulted from time to time with some of the Counsel representing the growers and have given them such information as I had.

MANDAMUS CASES TO COMPEL OBEDIENCE TO RULES AND TARIFFS.

The case against the Atlanta and St. Andrews Bay Railroad Company to compel obedience to your rates is still pending in the Supreme Court. The defendant railroad claims that your rates are unconstitutional.

The mandamus against the Florida East Coast Railway in the Supreme Court was argued on a demurrer to the writ, alleging that you had no right to order connections to be made between railroads. This contention was over-

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ruled and the railroad company filed an answer setting forth that the order for connections would cause great inconvenience. I demurred to this answer as insufficient, but the Court sustained it and issue has been taken upon it.

In the matter of the mandamus against the Louisville and Nashville Railroad Company to compel it to report wrecks on its line to you under Rule 12 of your General Rules, the Supreme Court held that you had no authority to prescribe the Rule.

Subsequent to my last report I brought a mandamus in the Supreme Court against the Atlantic Coast Line Railroad Company to compel it to comply with your Rule 15-A, fixing rates for switching cars of rough lumber at Jacksonville to mills within the yards and thence to another point after dressing of the lumber.

The railroad company contested your jurisdiction to control switching movements in any form whatever, or to fix a rate for the service mentioned. The Court overruled this contention and the railroad company is to answer by March 5, 1910.

After the failure of the Florida East Coast Railway Company to secure an injunction against your order relative to Naranja, Viking and White City, I filed petitions for writs of mandamus in the Circuit Court of Dade County as to Naranja and in the Circuit Court of St. Lucie County in the case of White City, to compel obedience to your orders. The railway company is to answer on March 15, 1910.

PENALTY CASES.

As no penalties have been assessed, no actions for penalties have been brought during the year. Of the more important penalty cases, now pending, those in Columbia County are nearly identical in principle with cases pending in Orange, and thus far counsel on both sides have agreed to dispose of the latter cases first, as they are in a more advanced stage, having once been argued and the pleadings amended. I have made several efforts to dispose of the questions of law involved in these Orange County cases, but the press of other business before the Court, or other engagements of both the railroad counsel and myself, have thus far delayed the further argument.

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DECISIONS OF SUPREME COURT ON THE RAILROAD COMMISSION ACTS.

I append a brief summary of the more important questions of law arising out of the Railroad Commission Acts, and directed by the Supreme Court since my last report:

1. The Railroad Commissioners are statutory officers, whose powers are special and limited by the authority confined in the statutes. Any reasonable doubt of the existence of a particular power in the Commissioners shall be resolved against them.

2. The Railroad Commissioners have no power to make or enforce a rule requiring railroads to report to them all wrecks and their causes, and the names and addresses of persons killed or injured in such wrecks.

3. The Railroad Commissioners have ample power to authorize them to make just and reasonable regulations of the schedules of railroads with reference to connections, so as to afford reasonable convenience and comfort to the public affected by the service.

4. Even where a particular regulation causes a pecuniary loss to a common carrier, if the regulation is reasonable, with reference to the just demands of the public affected by it, and does not impose an arbitrary or unreasonable burden on the carrier, the regulation is not unconstitutional as taking property without due process of law.

5. Railroad companies, in seeking relief from orders or rules of the Railroad Commissioners thought to be unreasonable or illegal, should apply to the Railroad Commissioners for changes or modifications thereof.

6. While the conduct of a railroad company in violating an order made by the Railroad Commissioners without applying to the Commissioners for a change or modification is emphatically disapproved by the Court, yet if, under changed conditions, the order disobeyed would operate arbitrarily, and be detrimental to the public welfare and violate constitutional rights of the carrier, it will not be enforced.

7. In determining the obligation of the corporation in its discharge of its duties to the public in the matter of furnishing facilities, the corporate business as a whole, the character of the service required, the need of its per-

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formance, and the various rights of the public and of the carrier should be considered.

8. A rate prescribed by the Railroad Commissioners for a particular service need not be the same in all markets or localities in the State. The circumstances of each railroad and of each market or locality must determine the rate of toll.

9. A carrier is entitled to a reasonable profit on the service and above the cost.

10. The Railroad Commissioners have the right to direct and control switching of cars of rough lumber arriving in Jacksonville from State points to a mill in the yards, and thence, when lumber is dressed, to another point in the yards, even though the service be voluntary.

11. The duties of a common carrier may arise out of usage as well as from statutes, and when once established the obligation to perform them is as binding in the one case as in the other.

12. A railroad company is subject to the same obligation and public control as to its switches, spurs and yards and the service over them as it is as to its main line.

13. Where the regular fare on a railroad is 4 cents per mile, and a passenger tendered in payment of his passage from one station to another on such road, a distance of 126 miles, his mileage book containing coupons for 125 miles, and 5 cents in money, the company should have accepted the same and has no right to demand 5 cents more, under the rule of the Railroad Commissioners: "Ten cents as a minimum fare may be collected where the regular fare would be less than that sum," as that rule has no application to the case of payment of fare for the extra mile of continuous passage.

In addition to court duties, I have attended numerous hearings at Tallahassee, Jacksonville, Tampa and Miami. have drawn orders and legal notices, and have advised almost daily in the routine of your office at Tallahassee when my other duties, as your counsel, permitted me to be at the Capitol. Respectfully submitted,

LOUIS C. MASSEY, Counsel.

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REPORT OF INSPECTING ENGINEER.

Tallahassee, Fla., March 1st, 1910.

Hons. R. Hudson Burr,
Newton A. Blitch,
Royal C. Dunn,
Railroad Commissioners of the State of Florida.

GENTLEMEN: I have the honor to submit herewith my annual report for the year ending March 1, 1910.

I have made frequent inspections of all railroads operating within the State during the year, and have noted the condition of the roads and the work of maintenance, also the improvements that have been made to roadway and track. In my report of last year I stated that the condition of the roads had been improved during the year.

I am prepared to state now that there has been a continued improvement in the condition of the tracks. both on main lines and branches, during the last two years; this improvement in condition is general and not confined to any one road; it is shown more plainly on some branch lines, where tracks were in very bad condition and roadbed had to be partly rebuilt and track re-tied and surfaced; it is shown also in the extensive tie renewals that have been made, and in the present condition of tracks as to surface and alignment.

There has been considerable improvements to road on the large systems during the last two years. These are shown in the new buildings that have been erected, new sidings put in and extended, improvements to roadbed. to bridges, trestles and culverts, and in the large mileage of track that has been relayed with an increased weight of rail.

The railroads in Florida are now in better condition, and are maintained to a higher standard of efficiency, than they have been heretofore, and are being improved to meet the increased traffic that has accrued during the last two years.

ATLANTIC COAST LINE RAILROAD.

The Atlantic Coast Line has made improvements during the last two years, that are shown:

In the changes of alignment and grades that have been made, to eliminate curves and reduce grades; in improve-

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ments to bridges, trestles and culverts; to roadbed, in widening embankments and excavations and filling trestles, and in rail renewals that have been made with an increased weight of rail.

They are double-tracking the road from Callahan to Folkston, and the second track is very near completed. making a double tracked road from Jacksonville to Folkston.

Rail renewals made during the year ending December 31st, 1909, with an increased weight of rail, were with 85-lb. rails 53.5 miles, 70-lb. rails 64.2 miles.

Their tracks on main lines and branches are now laid with rails as follows:

85-lb. rails	244.5	miles
70-lb. rails	433.43	miles
60-lb. rails	267.4	miles
56-lb. rails	190.2	miles
50-lb. rails	210.2	miles
40-lb. rails	14.1	miles
35-lb. rails	17.2	miles
Total	1377.03	miles

Their main line tracks, from Jacksonville to Folkston, Jacksonville to Newberry, Newberry to Trilby, Tampa to Lakeland, are maintained to a smooth surface; other main line tracks and branches are not to the smooth surface of the above tracks; this is due mainly to the rails, which are lighter, and is not in as good condition on account of the length of time it has been in service.

Their tracks show an improvement in condition as to surface and alignment and in the condition of ties in the track.

SEABOARD AIR LINE RAILWAY.

The Seaboard Air Line have made improvements to roadbed in widening excavations and embankments and filling trestles, and in improvements to track, in renewals with an increased weight of rail.

Renewals of rails made during the year ending December 31, 1909, were:

Plant City to Tampa	22.26 miles	75-lb. rails
Wannee Branch	10.51 miles	60-lb. rails

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Jacksonville to River Junc..	2.46 miles....	68-lb. rails
Jacksonville to River Junc..	8.95 miles....	70-lb. rails
Total	44.18 miles	

Their tracks are laid with rails approximately as follows:

75-lb. rails	40 miles
68-lb. and 70-lb. rails	130 miles

The balance of track on main lines and branches is laid with 56-lb., 58-lb. and 60-lb. rails, except branch—Orlando to Lake Charm, which is 40-lb.

Their main line tracks, laid with 68-lb., 70-lb. and 75-lb. rails, from Jacksonville to the State line, Jacksonville to Santos, and Plant City to Tampa, are maintained to a smooth surface.

Other main line tracks, Baldwin to River Junction, Santos to Plant City, where tracks are laid with 58-lb. and 60-lb. rails, that has been in service for a long time, show the difference in the rails, and in places rough track that is due to its condition.

Their tracks show an improvement during the year in surface and alignment and in the condition of ties in the track.

Considerable improvement in the condition of track is shown on branch lines, from Turkey Creek to Sarasota, the Wannee Branch, and from Fernandina to Baldwin.

FLORIDA EAST COAST RAILWAY.

Improvements are shown in the increased weight of rail that has been put down during the year; 75.23 miles of track laid with 60-lb. rails have been re-layed with 70-lb. rails. Their tracks are now laid with rails as follows:

Main Line	36.49 miles....	90-lb. rails
Main Line	409.11 miles....	70-lb. rails
Mayport Branch	24.16 miles....	60-lb. rails
Palatka Branch	1.01 miles....	56-lb. rails
Palatka Branch	.80 miles....	50-lb. rails
Ormond Branch	1.40 miles....	56-lb. rails
Orange City Branch.....	27.42 miles....	50-lb. rails
Titusville Branch	32.43 miles....	56-lb. rails
Titusville Branch	2.83 miles....	60-lb. rails
Palm Beach Branch.....	1.50 miles....	56-lb. rails

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Their tracks are maintained in good condition; main line is put to a smooth surface.

The Orange City Branch has rails distributed on the roadbed for renewals.

LOUISVILLE AND NASHVILLE RAILROAD.

Improvements are shown in the increased weight of rails that renewals have been made with, improvements to bridges, trestles and culverts, improvements to roadbed and a more extensive use of tie-plates.

There was laid in track during the year ending December 31st, 1909:

On main line.....14.91 miles....new 70 -lb. rails
On branch line..... 3.07 miles....2d-hand 58¼-lb. rails

Their tracks in Florida now show to be laid with rails as follows:

Pensacola Division—From Pensacola to State line, 42.13 miles 70-lb. rails.

Pensacola and Atlantic Division—From Pensacola to River Junction, 160.47 miles 70-lb. rails, except one-half mile of 50-lb. rails.

Yellow River Branch—From Crestview to Flomaton, 25.35 miles; of this, 18.39 miles are 58¼-lb. rails, the balance is 56-lb. and 70-lb., except 9-100 miles of 50-lb. rails.

Alabama Division—From Graceville to the State line is laid with 65-lb. rails.

Their main line tracks are maintained in good condition and to a smooth surface.

Branch lines show an improvement in condition as to surface and alignment, and in the condition of the ties.

GEORGIA SOUTHERN AND FLORIDA.

The Georgia Southern and Florida have made no improvements to roadway and track.

The mileage of their lines in Florida is 152.36 miles; tracks are laid with 60-lb. rails; this is in good condition for the length of time it has been in service, but is beginning to show the effects of long service on the line from Palatka to the State line, and parts of road that does not show to a smooth surface is mostly due to the rails.

Repairs are kept up and tracks are maintained in good condition.

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GEORGIA, FLORIDA AND ALABAMA.

No improvements have been made to roadway and track. Their tracks are laid with rails as follows:
Main Line—

Carrabelle to Tallahassee	49.68 miles	56-lb. rails
Tallahassee to State Line	23.67 miles	60-lb. rails
Quincy Branch	11.30 miles	60-lb. rails
Total	84.65 miles	

Considerable repairs to trestles. and renewals of ties, have been made during the year, and tracks show an improvement in surface.

APALACHICOLA NORTHERN RAILROAD.

The Apalachicola Northern was recently constructed from Apalachicola to River Junction, and is now being extended to St. Joseph Bay. Their track is laid with 60-lb. rails with the exception of about seven miles, which is 85-lb. No improvements have been made to roadway and track.

TAMPA NORTHERN.

The road was recently completed to Brooksville, and no improvements have been made to roadway and track. Their track is laid with:

10 miles	70-lb. rails
40 miles	60-lb. rails

SOUTH GEORGIA.

From Perry to the State line, their track is laid with 56-lb. rails. No improvements have been made to road during the year. Repairs to roadway and to trestles are kept up and track is maintained in good condition.

GEORGIA AND FLORIDA.

From Madison to the State line, 14 miles. the track is laid with 40-lb. rails. No improvements to road have been made. Repairs to trestles have been made and track is maintained in good surface and line for track laid with 40-lb. rails.

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CHARLOTTE HARBOR AND NORTHERN.

From Arcadia to South Dock, 48.55 miles, and spur, Fort Ogden to Liverpool, 3.49 miles, no improvements to road have been made during the year. The road is being extended north from Arcadia. Track is laid with 70-lb. rails.

ATLANTA AND ST. ANDREWS BAY.

From Panama City to the State line, the distance is 67 miles. The road was recently built, but considerable work of construction was left to be completed after the road began operating. Improvements to roadbed have been made, in widening excavations and embankments and in filling cribwork and trestles. The track is laid with 40-lb. rails and has been very much improved in surface and alignment during the year.

FLORIDA CENTRAL.

The line runs from Fanlew to Thomasville, 33.83 miles of which is in Florida. The road is of recent construction, and no improvements to roadway and track have been made, except in rebuilding part of roadbed south of the S. A. L. crossing, which was in an incomplete state when they began operating.

The track is laid with 40-lb. rails, except 3 mils, which is 56-lb.

FLORIDA RAILWAY.

Line runs from Live Oak to Perry, 52 miles, with branches, Wilmarth to Luraville, 4.50 miles, and Mayo to Alton, 2.50 miles.

No improvements to road have been made. Main line track is laid with 40-lb. rails; branch lines, 35-lb. rails.

LIVE OAK, PERRY AND GULF.

Line runs from Live Oak to Hampton Springs and from Mayo Junction to Alton. No improvements to road have been made during the year. Tracks are laid with rails as follows:

Live Oak to 21-Milepost.....	60-lb. rails
21-Milepost to end of Main Line.....40-lb.	45-lb. rails
Mayo Junction to Alton.....	35-lb. rails

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TAMPA AND JACKSONVILLE.

The line runs from Sampson City to Fairfield, a distance of 48 miles. No improvements to roadway and track have been made during the year. Their track is laid with:

39 miles ..... 60-lb. rails
9 miles ..... 35-lb. rails

Fifty-six-pound rails have been purchased to replace the light rails now in track. Their track has been maintained in a condition to operate trains only at a low rate of speed.

TAVARES AND GULF.

The line runs from Ellsworth Junction to Clermont. and from Waits Junction to Winter Garden.

Track is laid with 40-lb rails, except from Oakland to Winter Garden, which is 50-lb.

Improvements to track: One mile of 58-lb. rails has been put down south from Ellsworth Junction; rails taken up to be used in replacing bent rails in main line.

Their track has been maintained in a condition to operate trains only at a low rate of speed.

Yours respectfully,

FRANK P. DAMON, Inspecting Engineer.

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ORDERS.

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ORDERS.

ORDER NO. 262.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSTRUCTION OF A UNION PASSENGER DEPOT AT LIVE OAK, FLA.

WHEREAS, by Order No. 213, made in the above entitled matter on December 21, 1907, on a hearing after due notice thereof to the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Live Oak, Perry and Gulf Railroad Company, and the Florida Railway Company, we ordered that the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway (which did then, as they now do, own and operate a joint passenger station or union depot at Live Oak, Fla., with privileges of its use granted to the other two roads aforesaid), should build a new joint passenger station or union depot at Live Oak aforesaid, a station on each of said lines, and should admit to its use the Live Oak, Perry and Gulf Railroad Company and the Florida Railway Company as theretofore, and prescribed therein certain dates for submitting plans and for the beginning and completion of the work, all of which dates had passed before the date of the notice hereinafter mentioned.

AND WHEREAS, the said Seaboard Air Line Railway, shortly after making the said Order No. 213, namely, in January, 1908, passed under the management and control of S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as Receivers thereof, duly appointed by the Circuit Courts of the United States for the Northern and Southern Districts of Florida, and no steps were taken by the Railroad Companies or by the said Receivers to comply with the said Order down to the date of the notice hereinafter mentioned.

AND WHEREAS, on Jan. 28, 1909, we gave each of the four named Railroad Companies and the Receivers afore-

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said notice that we would hold a meeting in our office in the City of Tallahassee on Feb. 18, 1909, at which they should show cause why a new Order should not be made, requiring, among other things, the Receivers of the Seaboard Air Line Railway, instead of the Corporation which they represent, to join in the building of said joint passenger station or union depot, and otherwise altering or modifying said Order No. 213 as might be found to be necessary and proper at the hearing. And the said hearing was had at the time and place appointed, when and where the Atlantic Coast Line Railroad Company appeared by Hon. W. E. Kay, Assistant General Counsel, and Mr. J. N. Brand, General Superintendent; and the said Receivers of the Seaboard Air Line Railway by Hon. George P. Raney, Division Counsel; Mr. W. A. Witt, Superintendent, and Mr. H. S. Thomas, Assistant Engineer, and were heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge:

1. That the present joint passenger terminal or union depot, owned, maintained and operated by the Atlantic Coast Line Railroad Company, and by the Seaboard Air Line Railway, or its said Receivers, is not sufficient for the needs, comfort and convenience of the traveling public at Live Oak, Fla., and that it is necessary that a new building should be erected in lieu of the same.

2. That the location of the present depot, situated as it is between numerous railroad tracks, with a sole approach between said tracks of about three hundred and fifteen feet from Ohio Avenue the main street of the city, is a source of danger to the public which can be considerably lessened by placing the new depot nearer to said Ohio Avenue, thus shortening the approach between the tracks.

IT IS, THEREFORE, ORDERED, that the Atlantic Coast Line Railroad Company, and S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as Receivers of the Seaboard Air Line Railway, do erect, maintain and operate a new joint passenger terminal or union depot at Live Oak aforesaid, according to the plans and elevation filed in this proceeding by the Seaboard Air Line Railway, which are hereby approved; that they shall locate the

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same so that its western line shall be not more than two hundred feet east of the east side of Ohio Avenue aforesaid, and that work on the same shall begin within one month from the date of this Order and the building shall be completed within four months from the same date.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this second day of March, A. D. 1909.

NEWTON A. BLITCH, Acting Chairman.
Attest: S. E. COBB, Secretary.

ORDER NO. 263.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT TO CLASSIFICATION NO. 3 OF THE SAID RAILROAD COMMISSIONERS RELATING TO BOX MATERIAL.

This matter came on to be heard at Tallahassee on March 8, 1909, after due notice dated February 26, 1909, to all railroad companies and common carriers doing business wholly or in part within this State of the intended action, and said railroad companies and common carriers having been given an opportunity to be heard, and such of them as desired to be heard having been heard thereon, and we being now fully advised in the premises:

IT IS HEREBY ORDERED that our Classification No. 3 be, and the same is hereby, amended as follows:

By inserting immediately after the words, "N. O. S., L. C. L." under the head of "Box Material," the following:

"Wooden Crates, K. D., and Wooden or Splint Crate Material, K. D., including Wooden or Splint Inside Carriers, without tops or handles (nested), straight or mixed, L. C. L. .....½ of 6
"Same, C. L., 24,000 lbs. ..... P"

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IT IS FURTHER ORDERED that this amendment shall take effect on April 1, 1909.

Ordered by the Railroad Commissioners of the State of Florida, in session at our office in the City of Tallahassee, this 22nd day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 264.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE 10 OF "THE RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter came on for hearing pursuant to notice of our intended action dated February 26, 1908, to all the Railroad Companies and Common Carriers transporting property between points in Florida, at the City of Tallahassee, on March 8, 1909, where and when the Receivers of the Seaboard Air Line Railway appeared by Hon. Geo. P. Raney, Division Counsel, and Mr. L. E. Chalenor, Assistant General Freight Agent; the Atlantic Coast Line Railroad Company by Mr. S. P. Collier, Division Freight Agent; the Louisville and Nashville Railroad Company by Mr. J. W. Lurton, Division Freight and Passenger Agent, and the Georgia Southern and Florida Railway Company by Mr. J. M. Cutler, General Freight Agent, and were heard, and all railroad companies and common carriers aforesaid had an opportunity to be heard, and the matter was taken under advisement.

NOW, THEREFORE, we, being fully advised in the premises, do order that Rule 10 of our "Rules Governing the Transportation of Freight" be, and the same is hereby, amended by striking out the second clause thereof and inserting in lieu thereof the following:

"(2). When a number of different articles, all of which are in the same class, are shipped at one time by one con-

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signor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds, and at the highest minimum carload weight established for either of the articles contained in car, actual weight to be charged for, if in excess of such carload minimum. When, however, articles shipped as above are in Classes N, O or P, the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property."

This amendment, as above prescribed, shall take effect April 7, 1909.

Ordered in open session of our Board at our office in the City of Tallahassee, this 24th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 265.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF AN AGENCY AT WHITE CITY, A STATION ON THE LINE OF THE FLORIDA EAST COAST RAILWAY IN THIS STATE.

This matter came on for hearing on March 15th, 1909, pursuant to due notice thereof dated February 20, 1909, to the Florida East Coast Railway Company to appear March 8, 1909, but which was postponed until March 15, 1909; at which hearing the said railway company appeared by Hon. Alex. St. Clair Abrams, Counsel; Mr. J. R. Parrott, Vice President and General Manager, and Mr. J. P. Beckwith, Fourth Vice President, and was duly heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order and direct that the Florida East Coast Railway Company shall, within ten days after the date of this

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order, establish and maintain an agent at White City, a station on the line of its railway in this State, for the proper transaction of its freight and passenger business between that point and other points in this State; and shall maintain there such agent until the further order of this Commission.

Ordered in open session of our Board at our office in the City of Tallahassee, this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 266.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF BUILDING A COMBINATION FREIGHT AND PASSENGER DEPOT AND A SPUR TRACK AT VIKING, A STATION ON THE LINE OF THE FLORIDA EAST COAST RAILWAY IN THIS STATE.

This matter came on for hearing on March 15, 1909, pursuant to due notice dated February 20, 1909, to the Florida East Coast Railway Company to appear March 8, 1909, but which was postponed until March 15, 1909; at which hearing the said railway company appeared by Hon. Alex. St. Clair Abrams, Counsel; Mr. J. R. Parrott, Vice President and General Manager, and Mr. J. P. Beckwith, Fourth Vice President, and was duly heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the Florida East Coast Railway Company shall erect and build at Viking, a station on its line of railway in this State, a combination freight and passenger depot of the same general style and arrangement as the depot at Lemon City, another station on the said line, and of not less dimensions than those of the said depot at Lemon City, and with a platform of proper height for the convenient loading and unloading of freight into and from the cars.

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IT IS FURTHER ORDERED, that the said depot be located just north of the north end of Section House No. 26; and that work shall begin on the said depot within thirty days from the date of this order, and that the said depot shall be completed within one hundred and twenty days from the same date.

IT IS FURTHER ORDERED, that the said railway company shall build at Viking a spur or side track of sufficient length to contain not less than three freight cars at one time, adjacent to the said depot; work on it to be begun and completed within the time hereinbefore prescribed.

Ordered in open session of our Board at our office in the City of Tallahassee, this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 267.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF BUILDING A FREIGHT AND PASSENGER DEPOT AT NARANJA, A STATION ON THE LINE OF THE FLORIDA EAST COAST RAILWAY IN THIS STATE.

This matter came on for hearing on March 15, 1909, pursuant to due notice, dated February 20, 1909, to the Florida East Coast Railway Company, to appear March 8, 1909, but which was postponed until March 15, 1909; at which hearing the said railway company appeared by Hon. Alex. St. Clair Abrams, Counsel; Mr. J. R. Parrott, Vice President and General Manager, and Mr. J. P. Beckwith, Fourth Vice President, and was duly heard, and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the Florida East Coast Railway Company shall erect and build at Naranja, a station on its

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line of railway in this State, a combination freight and passenger depot of the same general style and arrangement as the depot at Lemon City, another station on the said line, and of not less dimensions than those of the said depot at Lemon City, and with a platform of proper height for the convenient loading and unloading of freight into and from the cars.

It is further ordered that the said depot be located on or opposite to the side track at Naranja; and that work shall begin on the said depot within thirty days from the date of this order, and that the depot shall be completed within one hundred and twenty days from the same date.

Ordered in open session of our Board at our office in the City of Tallahassee this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 268.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES ON THAT PART OF THE ATLANTIC COAST LINE RAILROAD FORMERLY KNOWN AS THE JACKSONVILLE AND SOUTHWESTERN RAILWAY, AND ON THE EXTENSION OF THE ATLANTIC COAST LINE RAILROAD BEYOND NEWBERRY, FLA.

This matter came on to be heard, pursuant to due notice dated January 15, 1909, to the Atlantic Coast Line Railroad Company, on February 18, 1909, at the City of Tallahassee, when and where the said railroad company appeared by Mr. James Menzies, its General Freight Agent, and was heard; and the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the freight rates heretofore allowed on that part of the Atlantic Coast Line Railroad in this State formerly known as the Jacksonville and Southwestern Railway, be annulled and abolished and that upon said

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portion of the said railroad, and also on the recent extension of the Atlantic Coast Line Railroad beyond Newberry, the regular mileage rates for freight now in force on the other parts of the Atlantic Coast Line Railroad Company's system in this State shall be applied, and are hereby prescribed thereof. The said new rates shall go into effect on April 15, 1909.

Ordered in open session of our Board at our office in the City of Tallahassee, this 26th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 269.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSTRUCTION OF A UNION PASSENGER DEPOT AT LIVE OAK, FLA.

The Receivers of the Seaboard Air Line Railway, and the Atlantic Coast Line Railroad Company, having applied to us for a modification of our Order No. 262, heretofore made in this proceeding, so far as to permit them to locate the western line of said new Union Passenger Depot not more than two hundred and eighty-five feet east of the east line of Ohio Avenue instead of not more than two hundred feet, as in our said order provided; and the Live Oak Board of Trade having petitioned us to grant such modification as asked by the said railroads:

IT IS, THEREFORE, ORDERED, that our previous Order No. 262, made in this proceeding, be, and it is hereby, modified to the extent only of permitting the new Union Passenger Depot to be so located that its western line shall not be more than two hundred and eighty-five feet east of the east line of Ohio Avenue.

Ordered in open session of our Board held at our office in the City of Tallahassee, this 29th day of March, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

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ORDER NO. 270.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION RELATIVE TO THE CONSTRUCTION OF A PASSENGER DEPOT AT GAINESVILLE, FLORIDA, A STATION ON THE LINE OF THE SEABOARD AIR LINE RAILWAY.

The Receivers of the Seaboard Air Line Railway, by Hon. George P. Raney, Division Counsel, having applied to us for an extension of the time fixed in Order No. 261, dated February 20, 1909, for beginning and completing a new passenger depot at Gainesville, Florida; and it appearing that the depot ordered by us requires the making of new plans and procuring new bids:

IT IS ORDERED that the said Receivers shall have sixty days from the date of this Order in which to begin work on the said passenger depot, and that the same shall be completed within four months from the same date, and Order No. 261 is thus modified, but otherwise confirmed in all other respects. Blue prints of said depot shall be submitted to us before work is begun.

Ordered in open session at our office in the City of Tallahassee, this 7th day of April, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 271.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF BUILDING A SHED FOR THE PROTECTION OF EXPRESS MATTER AT FORT PIERCE, FLORIDA.

This matter came on for hearing at Tallahassee on April 7, 1909, pursuant to due notice in writing, dated

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April 3, 1909, to the Southern Express Company; which appeared at the hearing by Mr. C. C. Wolfle, its Superintendent, and was duly heard.

AND THEREUPON, after due consideration, we do find that the proper protection of express matter at Fort Pierce, Florida, an office of the Southern Express Company, demands a proper shed; and it is ordered that the Southern Express Company shall construct a shed for that purpose at Fort Pierce, containing not less than six hundred square feet floor space, and that work on the same shall begin within fifteen days and be completed within thirty days from the date of this order.

Ordered in open session at our office in the City of Tallahassee, this 7th day of April, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 272.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF AN AGENCY AT POMPANO, A STATION ON THE LINE OF THE FLORIDA EAST COAST RAILWAY, IN THIS STATE.

This matter came on for hearing pursuant to notice dated March 26, 1909, to the Florida East Coast Railway Company, on April 5, 1909, when a letter was received from J. P. Beckwith, Fourth Vice President of the said Railway Company, informing the Commissioners that an agency had been established at Pompano on March 24, 1909.

AND, THEREFORE, it is ordered that this proceeding be dismissed.

Ordered in open session at our office in the City of Tallahassee, this 5th day of April, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

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ORDER NO. 273.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE MADISON SOUTHERN RAILWAY.

This matter coming on this day to be heard upon the application of the Madison Southern Railway for an Order prescribing freight rates for the said railway, and the said railway being represented by S. W. Bowen, Vice President and Traffic Manager, who was heard, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight rates be allowed and prescribed for the use of the Madison Southern Railway, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

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STATIONS.	Per Hundred Pounds.												Per Barrel.	Per 100 Pounds.	Per Ton.		Per Car Load.			Per 100 Pounds.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		V
10 miles and under	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	5.00	8	..	..
20 miles and over 10 miles	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	7.00	9	..	..
30 miles and over 20 miles	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	8.00	10	..	..
40 miles and over 30 miles	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	9.00	11	..	..
50 miles and over 40 miles	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	10.00	12	..	..

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IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

IT IS FURTHER ORDERED, that the Sugar Cane rates and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 6th day of May, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 274.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES OF THE ATLANTIC COAST LINE RAILROAD COMPANY AT GAINESVILLE, FLORIDA, A STATION ON ITS LINE.

This matter came on for hearing at Gainesville, Florida, on January 22, 1908, after due notice, dated January 9, 1908, to the Atlantic Coast Line Railroad Company, at which hearing the said railroad company appeared by Mr. Morton Riddle, its General Superintendent, and a large number of citizens of Gainesville also appeared, and the parties were heard; and the said Atlantic Coast Line Railroad submitted a blue print or plan of the proposed changes in the depot aforesaid, and the matter was taken under advisement, and has been delayed because the Atlantic Coast Line Railroad Company has asked for time to procure the requisite assent of the City Council of Gainesville to certain features on said plan, but have not yet obtained the same, and it appears that the making of an Order ought not to be longer delayed:

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being advised in the premises, do

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find that the accommodations for the public at the depot of the Atlantic Coast Line Railroad Company are insufficient and uncomfortable, and that additions and changes ought to be made thereto and therein. And we do order that the said Railroad Company shall add to, change and alter its said depot at Gainesville in accordance with the blue print or plan made by J. E. Simms under date of January 20, 1908, and submitted by the railroad company as aforesaid, which includes the canopy shown on said blue print or plan, but it is expressly directed that the front entrance to the depot be made with separate doors, so that whites and blacks may enter the respective ticket departments and thence into the respective waiting rooms without intermingling with each other.

IT IS FURTHER ORDERED that work on the same shall begin within thirty days after the City Council of the City of Gainesville shall grant to the said railroad company the right and privilege to erect on and over the street in front of the depot the canopy shown on said plan or blue print, and shall be completed within two months after the date of the said grant of privilege.

Ordered in open session at our office in the City of Tallahassee, this 26th day of May, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 275.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS AT JACKSONVILLE TO BE CLOSED AT 1:00 P. M. ON SATURDAYS DURING THE SUMMER MONTHS.

Application having been made to us by the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Florida East Coast Railway Company, the Georgia Southern and Florida Railway Company, the

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Southern Railway Company and the Jacksonville Wholesale Grocers' Association, to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight," so far as to permit the employees of the said railroad companies in their several freight stations at Jacksonville to enjoy a half-holiday on Saturdays during certain months hereinafter named; and it appearing to us that the same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26, aforesaid, be, and the same is hereby, suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Jacksonville at 1:00 o'clock p. m. on each and every Saturday during the months of June, July, August and September, in the year 1909, for the purpose of giving the said employees a half-holiday in each week during the said months. This order shall take effect immediately.

Ordered in open session of our Board at the City of Tallahassee, this 11th day of June, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 276.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSTRUCTION OF A UNION PASSENGER DEPOT AT LIVE OAK, FLA.

The Receivers of the Seaboard Air Line Railway having made application through their Division Counsel, Hon. George P. Raney, for an extension of time in which to complete the construction of the Union Passenger Depot at Live Oak, Florida, as provided for in our previous Order No. 262, and as modified by Order No. 269, and the Commissioners being fully advised:

IT IS, THEREFORE, ORDERED that the time for the

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completion of the said Union Passenger Depot as fixed by Order No. 262, is hereby extended until the 1st day of October, 1909.

Ordered in open session of our Board held at our office in the City of Tallahassee, this 3rd day of July, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 277.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER RATES FOR THE SUWANNEE RIVER AND WHITE SPRINGS RAILWAY COMPANY.

This matter coming on this day to be heard upon the application of the Suwannee River and White Springs Railway Company for an Order prescribing freight and passenger rates for the said railway, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight rates be allowed and prescribed for the use of the Suwannee River and White Springs Railway Company, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

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DISTANCES.	CLASS RATE IN CENTS PER 100 POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10⅓	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11⅔	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15

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IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

IT IS FURTHER ORDERED, that the Sugar Cane rates and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

The following passenger rates are allowed and prescribed: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 4th day of August, A. D. 1909.

R. HUDSON BURR. Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 278.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES OF THE ATLANTIC COAST LINE RAILROAD COMPANY AT GAINESVILLE, FLORIDA, A STATION ON ITS LINE IN THIS STATE.

WHEREAS, by our Order No. 274, heretofore made and entered in this proceeding on May 26th, A. D. 1909, we directed the Atlantic Coast Line Railroad Company to make certain additions and changes in and to its said passenger depot at Gainesville aforesaid, including a canopy over the street in front of said depot, and also directed it to begin the work within thirty days after the City Council of the said city should grant to the said company the right and privilege of erecting the said canopy and to complete the work within two months after the said grant of privilege.

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AND WHEREAS, the City Council of the City of Gainesville has refused to grant to the Atlantic Coast Line Railroad Company the said privilege.

AND WHEREAS, by written notice, dated the 11th day of August, A. D. 1909, we notified the Atlantic Coast Line Railroad Company that we should hold a meeting at our office in the City of Tallahassee on August 26th, 1909, at 10 o'clock a. m., for the purpose of considering in what matters and particulars the said Order No. 274 should be modified or altered; and in pursuance of the said notice, we held a meeting at the place and time aforesaid, when and where the Atlantic Coast Line Railroad Company appeared before us by Mr. Morton Riddle, its General Superintendent, and was fully heard on the subject of the notice and on the matters therein contained.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being advised in the premises, do now alter and modify our said Order No. 274 so that the said Atlantic Coast Line Railroad Company shall not be required to build or construct the canopy aforesaid, and further that the time for the completion of the work shall be sixty days after the date hereof, and in all other respects our said Order No. 274 is confirmed.

Ordered in open session at our office in the City of Tallahassee, this 27th day of August, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 279.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA

IN THE MATTER OF THE ENLARGEMENT AND IMPROVEMENT OF THE FREIGHT AND PASSENGER DEPOT OF THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY AT BONIFAY, A STATION ON ITS LINE IN THIS STATE.

This matter came on to be heard after due notice in writing dated August 4, 1909, to the Louisville and Nash-

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ville Railroad Company, at the Court House in Bonifay aforesaid, on August 17, 1909, at 10:30 a. m., the time and place named in the said notice, when and where the Louisville and Nashville Railroad Company appeared by Mr. E. O. Saltmarsh, its Superintendent, and Mr. J. W. Lurton, its Division Freight and Passenger Agent, and was fully heard in the premises and a number of citizens of Bonifay were also heard:

NOW. THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do hereby find and adjudge that the freight and passenger depot facilities of the Louisville and Nashville Railroad Company at Bonifay a station on its line in this State, are insufficient for the needs, accommodation and comfort of the public, and it is therefore ordered that the Louisville and Nashville Railroad Company do enlarge and remodel its said depot at Bonifay so that the freight warehouse room shall contain not less than eighteen hundred (1,800) square feet of floor space; that if the said railroad company shall make fills along the north side of the siding west of the cattle pen, where teams have to unload from the cars, and shall make similar fills on the north side of the track east of the road crossing so that teams can unload from the cars conveniently; that it shall make ample fills around the said depot on the south side so that teams can load into and from the freight warehouse and platform conveniently; that it shall construct a walkway, either of plank or of chert, for passengers from the east end of the depot along the south side of the main railroad track to the road crossing, and that it shall construct at some convenient place separate privies for the white and the colored passengers, separating also the sexes of each race; all of the said work to be completed in ninety (90) days from the date of this Order.

Ordered in open session at our office in the City of Tallahassee, this 27th day of August, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

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ORDER NO. 280.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A FREIGHT AND PASSENGER DEPOT AND THE ESTABLISHMENT OF A STATION AGENCY AT TAYLORVILLE, A STATION ON THE LINE OF THE ATLANTIC COAST LINE RAILROAD COMPANY IN THIS STATE.

This matter came on to be heard after due notice in writing dated August 13, 1909, to the Atlantic Coast Line Railroad Company, at our office in the City of Tallahassee, on August 26, 1909, at 10 o'clock a. m., the place and time fixed in the said notice, where and when the Atlantic Coast Line Railroad Company appeared by Mr. Morton Riddle, its General Superintendent, and was fully heard in the premises, as was also Mr. J. G. Hatcher on behalf of the application:

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being advised in the premises by the matters and things developed at the said hearing, and having also made a personal inspection and investigation of the said station, do find and adjudge that there are no passenger waiting rooms at Taylorville aforesaid and that such ought to be provided for the safety, convenience and comfort of passengers; that the accommodations for freight are insufficient, and that a station agency ought to be established at said station; and we do order that the Atlantic Coast Line Railroad Company do erect at Taylorville, a station on its line of railroad in this State, a freight and passenger depot in which the waiting rooms for the white and the colored races, respectively, shall contain not less than one hundred and ten (110) square feet of floor space each, and the freight warehouse shall contain not less than eight hundred and eighty (880) square feet of floor space, all of the said work to be completed within ninety (90) days from the date of this Order.

AND IT IS FURTHER ORDERED, that when the said depot shall be completed the Atlantic Coast Line Railroad Company shall install a station agent therein.

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Ordered in open session at our office in the City of Tallahassee, this 27th day of August, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 281.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A FREIGHT AND PASSENGER DEPOT AT WADE, A STATION ON THE LINE OF THE ATLANTIC COAST LINE RAILROAD COMPANY IN THIS STATE.

This matter came on to be heard, after due notice in writing dated August 13, 1909, to the Atlantic Coast Line Railroad Company, on August 26, 1909, at our office in the City of Tallahassee, the time and place fixed in the said notice, when and where the Atlantic Coast Line Railroad Company appeared by Mr. Morton Riddle, its General Superintendent, and was fully heard:

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, not only by the matter and things developed at the said hearing, but also by a personal inspection and investigation of the said station, do find that there is no station building or depot at Wade aforesaid, the depot formerly erected there having been destroyed by fire, and that a freight and passenger depot at the station aforesaid is necessary and should be built for the accommodation of the public; and it is ordered that the Atlantic Coast Line Railroad Company do erect and have completed within ninety (90) days from the date of this Order a freight and passenger depot at Wade a station on its line of railroad in this State, the style, dimensions and arrangements of which shall be as laid down and described in a certain blue print or plan filed in our office since the said hearing by the Atlantic Coast Line Railroad Company, with these exceptions:

(1) That the space shown therein as being allotted to

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the agent's office shall be added to the freight warehouse which adjoins it, no agency existing or ordered to be installed at this station.

(2) That a freight platform fifteen (15) feet wide and extending the width of the said freight warehouse shall be constructed next to the outside end of said warehouse.

Ordered in open session of our Board at our office in the City of Tallahassee, this 9th day of September, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 282.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION, OPERATION AND MAINTENANCE OF A UNION PASSENGER DEPOT IN THE CITY OF TAMPA.

This matter came on for hearing in the Court House in the City of Tampa on November 30, 1909, at 10 o'clock a. m., after due notice of the time and place of such meeting given in writing to both the petitioners and the railroad companies hereinafter named; when and where the petitioners appeared, that is to say: The Mayor and the City Council of the City of Tampa, by W. R. Rowland, City Attorney, and the Board of Trade of Tampa, the Chamber of Commerce of Tampa, and the Board of County Commissioners of Hillsborough County, by their Counsel, Robert W. Davis, F. M. Simonton, D. C. McMullen, M. B. Macfarlane, H. C. Gordon, H. S. Hampton and Robert McNamee; and the Atlantic Coast Line Railroad Company appeared by W. A. Carter, its Division Counsel, the Seaboard Air Line Railway by George P. Raney, its Division Counsel, the Tampa Northern Railroad Company by W. B. Denham, its General Superintendent, and the Florida and West Coast Railroad Company by C. H. Brown, its President. And on the said November 30, and on December 1, 1909, the said parties, both petitioners and respondents, were fully heard in the premises by produc-

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tion of evidence and otherwise, when it appeared that the Florida and West Coast Railroad Company was not a railroad entering the City of Tampa, and the Commissioners then announced, without objection, that this proceeding as to it would be dismissed, and the rest of the matters involved in this proceeding were taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge:

1. That the Atlantic Coast Line Railroad, the Seaboard Air Line Railway and the Tampa Northern Railroad are all the railroads entering the City of Tampa, and that each of them is engaged in transporting passengers from and to the said City of Tampa to and from other points in the State, and that such transportation is wholly within the limits of this State.

2. That the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Tampa Northern Railroad Company ought, in view of the conditions shown at the hearing, to be required to erect, operate and maintain a Union Passenger Depot in the City of Tampa and that the location hereinafter described is the most feasible location because of its proximity to the center of the city; the convergence of the main tracks of the said three railroad companies and their ownership of land at that point.

IT IS, THEREFORE, ORDERED that the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Tampa Northern Railroad Company shall erect operate and maintain a Union Passenger Depot in the City of Tampa, the floor dimensions of which shall be not less than fourteen thousand square feet, exclusive of sheds, platforms and baggage rooms; that there shall be separate waiting rooms and ticket offices for the white and the black races according to law, with toilet rooms for each waiting room, separating also the sexes; that suitable sheds, platforms and baggage room shall be provided at the said depot, including suitable sheds and platforms along and between the tracks leading into the same; and that the said Union Passenger Depot shall be located on ground bounded on the north and northwest by the main line track of the Atlantic Coast Line Railroad Company on Factory Avenue, on the east by the

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main line track of the Seaboard Air Line Railway on Tangent Avenue, on the south by the main line track of the Tampa Northern Railroad Company, and on the west by Nebraska Avenue.

IT IS FURTHER ORDERED that the three Railroad Companies last aforesaid shall submit to us, on or before March 1, 1910, plans showing the dimensions and arrangement of said depot, and of the waiting rooms, baggage room, sheds, platforms and of the tracks leading into the same, in order that we may determine the sufficiency and suitability thereof; and that the said Union Passenger Depot shall be completed within six months after the entry of our Order approving a plan for the construction of the same.

AND IT IS FURTHER ORDERED that this proceeding be dismissed as to the Florida and West Coast Railroad Company.

Ordered in open session of our Board in session at the City of Jacksonville, Florida, this 21st day of December, A. D. 1909.

R. HUDSON BURR,
Chairman of the Board of Railroad Commissioners of the State of Florida.

ORDER NO. 283.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER FACILITIES AT LOWELL, FLORIDA.

This matter coming on to be heard after due notice to the Atlantic Coast Line Railroad Company on October 15th, 1909, and the Atlantic Coast Line Railroad Company being represented by Mr. Morton Riddle, General Superintendent, and the petitioners by Mr. L. S. Light, and the Commissioners having heard the representatives of the said railroad and the petitioners, and the Commissioners being fully advised in the premises:

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IT IS HEREBY ORDERED AND ADJUDGED that the Atlantic Coast Line Railroad Company enlarge its present depot at Lowell, Florida, by the addition of two waiting rooms, one for white and one for negro passengers, to contain not less than one hundred square feet of floor space; the said waiting rooms to be completed within sixty days from the date of this Order.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 24th day of December, A. D.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 284. FILE NO. 2968.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE INVESTIGATION OF THE ALLEGED VIOLATION OF RULE NO. 1 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" BY THE TAMPA NORTHERN RAILROAD COMPANY, AND THE ARIPEKA SAWMILLS TRAM, FORMERLY KNOWN AS THE BROOKSVILLE AND HUDSON ROAD, BY CHARGING OTHER THAN CONTINUOUS MILEAGE RATES.

The hearing in this matter was set, after due notice in writing to the parties, for December 1, 1909, at 10 o'clock a. m., at the Court House in the City of Tampa, and was at that time and place adjourned until December 2, 1909, at the same hour, when and where the Tampa Northern Railroad Company appeared by Hon. Peter O. Knight, its Counsel; Capt. W. B. Denham, its General Manager, and Mr. J. W. Lester, its Auditor; the Aripeka Sawmills by Hon. Peter O. Knight. its Counsel, and by Mr. Martin F. Amorous, its General Manager; and several shippers along the tram road aforesaid, by J. C. Davant, Jr., Esq., their Counsel; and the said parties and persons interested were duly heard, and the matter was taken under advisement.

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The first question which arises is, whether the majority of the stock of the Tampa Northern Railroad Company is owned or controlled either directly or indirectly by the Aripeka Sawmills, a corporation existing under the laws of the State of Georgia, within the meaning of Rule No. 1 of the "Rules Governing the Transportation of Freight," which prescribes that in such cases connecting roads shall be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road. The Tampa Northern Railroad and the Aripeka Sawmills tram are connecting roads and have of late been charging two local rates on freight passing from one road to the other.

That the majority of the stock of the Tampa Northern Railroad Company is controlled indirectly by the Aripeka Sawmills there would seem to be no doubt. The annual report of the former company for the year ending June 30, 1909, to this Commission, states that the railroad company is controlled solely by the Aripeka Sawmills; that the control is entire, and that such control is indirect, through eight stockholders as intermediaries. The return thus made in this sworn report is corroborated by the letter of the First Vice President of the railroad company to the General Manager of the Sawmills, dated November 30, 1909, in evidence, which sets forth that the stock in the Tampa Northern Railroad Company is owned for the benefit of the Aripeka Sawmills, but that the actual title thereto is in the name of certain individuals who have transferred it to the Title Guarantee and Trust Company as collateral security for the issue of preferred stock of the Aripeka Sawmills. These two connecting railroads are thus shown to be within the express terms of Rule 1, and all charges based by them on the sum of two locals have necessarily resulted in over-charges, which should be refunded.

The second question is, has the Aripeka Sawmills the right to discontinue the business of a common carrier. It was stated at the hearing that this Company had decided to discontinue such business on account of the heavy loss which it entailed.

The Aripeka Sawmills was incorporated, under the laws of Georgia, on September 17, 1903, with certain express powers, among which was the right to operate tram roads and railroads for corporate purposes. It voluntarily became a common carrier by undertaking to carry freight

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for all who offered it, and thus came under the jurisdiction of this Commission. But as its action was voluntary and the duty to operate its tram road as a common carrier was not imposed upon it by law, it undoubtedly has the right to discontinue carrying for all and to confine the use of its road to its own purposes or to transporting freight, as a private carrier, under contract with particular individuals or corporations.

In fact, its representatives stated at the hearing, on inquiry by the Commissioners, that the Company was willing to enter into such contracts with the owners of enterprises who had located along its tram line. On this second branch of the case, which was developed on the hearing, we can make no order, having determined that the Sawmills may cease operating its tram, as a common carrier, and the finding must be limited to the matter contained in the notice.

IT IS, THEREFORE, ORDERED AND ADJUDGED, that the Tampa Northern Railroad and the tram road of the Aripeka Sawmills are and were connecting roads within the meaning of Rule 1 of the "Rules Governing the Transportation of Freight," prescribed by this Board; that a majority of the stock of the Tampa Northern Railroad Company was and is owned or controlled indirectly by the Aripeka Sawmills, and that the said two connecting roads ought to have been considered by each of them for the purpose of transportation in applying their schedules of freight rates, as constituting but one and the same road, and the rates computed as upon parts of one and the same road, and that any sum exacted for the payment of freight on goods passing from one of said lines to the other in excess of such continuous mileage rate was an over-charge and ought to be refunded.

By the Railroad Commissioners, at their office in the City of Tallahassee, this 5th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

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ORDER NO. 285.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE FREIGHT AND PASSENGER RATES FOR THE TAMPA AND GULF COAST RAILWAY.

This matter coming on this day to be heard upon the application of the Tampa and Gulf Coast Railway for an Order prescribing freight and passenger rates for the said railway, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight rates be allowed and prescribed for the use of the Tampa and Gulf Coast Railway, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

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DISTANCES.	Class Rate in Cents Per 100 Pounds.												Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15
90 miles and over 80 miles	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19

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IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway, and that the Sugar Cane and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railway.

The following passenger rates are allowed and prescribed: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 7th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 286.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHANGE OF CLASSIFICATION OF BRICK, FRESH FISH, FRESH MEATS, COTTON SEED, SYRUPS AND DRY KILNS.

This matter came on for hearing after due notice in writing to all the railroads and common carriers engaged in the transportation of freight between points in Florida, on October 8, 1909, at 10 o'clock a. m., in the City of Tallahassee, when and where the Atlantic Coast Line Railroad Company appeared by Mr. James Menzies, its General Freight Agent; the Florida East Coast Railway Company by Mr. F. W. Kirtland, its General Freight Agent; the Florida Central Railway Company by Mr. C. J. Acosta, its General Freight and Passenger Agent; the Georgia, Florida and Alabama Railway Company by Mr. B. C. Prince its Traffic Manager; the Florida Railway Company by Mr. T. P. Alston, its Superintendent; the Louisville and Nashville Railroad Company by Mr.

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J. W. Lurton, its Division Freight and Passenger Agent; the Florida Fish Company by Mr. W. H. Adams, and the L. Moore Dry Kiln Company by Mr. C. J. Williams; and were fully heard; the Seaboard Air Line Railway and its Receivers, and the Georgia, Southern & Florida Railway Company sent written statements; and after the hearing the matter was taken under advisement.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order and adjudge that our Classification No. 3 shall be, and the same is hereby, amended in the following particulars, respectively:

1. On page 21, under the head of "Brick," strike out the words:

	Class.
"Common, L. C. L."	½ of 6

And insert in lieu thereof the words:

"Common, L. C. L., in bbls. or boxes.....	40% of 6

Also, on same page, under same head, strike out the words:

"Fire or Vitrified, L. C. L.	½ of 6

And insert in lieu thereof the words:

"Fire or Vitrified, L. C. L., in bbls. or boxes.	40% of 6

Also, on same page, under same head, strike out the words:

"Fire or Vitrified, L. C. L.	P

And insert in lieu thereof the words:

"Fire or Vitrified, C. L.	P

Also, on same page, under same head, add at the end of the Classification of Brick the following:

"NOTE—No Brick, other than Bath, taken L. C. L. except in barrels or boxes."

2. On page 32, under the head of "Fish," strike out the words:

"Fresh, packed, prepaid or guaranteed, L.C.L.	1

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Class.

And insert in lieu thereof the words:

"Fresh, packed, prepaid or guaranteed,L.C.L. 5

Also, on same page, under the same head, strike out the words:

"Fresh, in refrigerator car, C. L. 5

And insert in lieu thereof the words:

"Fresh, in refrigerator car, C. L., 10c per 100 lbs. higher than ..... B

Also, on same page, under the same head, strike out the words:

"NOTE—No freight charges to be made for ice in same car necessary for preservation in transit; provided, that not more than 4,000 lbs. per car be carried free."

And insert in lieu thereof the words:

"NOTE—No charge will be made for the transportation of ice necessary to preserve carload shipments in transit."

3. On page 50, under the head of "Meats," strike out the words:

"Fresh, N. O. S. (including dressed poultry), prepaid or guaranteed, L. C. L. 3

And insert in lieu thereof the words:

"Fresh, N. O. S. (including dressed poultry), prepaid or guaranteed, L. C. L."..... 5

4. On page 62, under the head of "Seed," strike out the words:

"Cotton, L. C. L., except for fertilizer..... 6

And insert in lieu thereof the words:

"Cotton, L. C. L." ..... D

Also, on same page, under same head, strike out the words:

"Cotton, C. L., except for fertilizer..... D

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Class.

And insert in lieu thereof the words:

"Cotton, C. L." ..... M

5. On page 66, under the head of "Syrups," insert an additional item as follows:

"Cane, Corn, Glucose, Malt, Maple, Rock Candy and Sorghum Syrups" ..... R

6. On page 45, under the head of "Kilns," strike out the words:

"Kilns, Lumber Drying, L. C. L. 3

And substitute in lieu thereof the words:

"Kilns, Lumber Drying, including iron pipe, pipe fittings, iron rail, iron supports, iron bottom plates, iron top caps, rail clamps, iron rods, nuts, iron trucks without motors, hangers, belts and washers, L. C. L.... 6

Also, on the same page, under the same head, strike out the words:

"Same, C. L. 6

And substitute in lieu thereof the words:

"Same, C. L." ..... 2-3 of 6

AND IT IS FURTHER ORDERED, that these changes in Classification shall take effect February 1st, A. D. 1910.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 12th day of January, A. D. 1910.

R. HUDSON BURR,
Chairman, Railroad Commission of the State of Florida.
Attest: J. WILL YON, Secretary .

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ORDER NO. 287. FILE NO. 2992.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE FREIGHT AND PASSENGER RATES FOR THE OCALA NORTHERN RAILROAD COMPANY.

This matter coming on this day to be heard upon the application of the Ocala Northern Railroad Company for an Order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight rates be allowed and prescribed for the use of the Ocala Northern Railroad Company, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

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DISTANCES.	Class Rate in Cents Per 100 Pounds.													Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15

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IT IS FURTHER ORDERED, that the local mileage rates on Fruit and Vegetables, on page 154 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for said railroad, and that the Sugar Cane rates and the Cotton rates, as shown on page 150 of the 12th Annual Report of the Railroad Commission, are hereby prescribed for the said railroad.

The following passenger rates are allowed and prescribed: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 25th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 288.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF A REGULAR AGENCY AT CITRONELLE, A STATION ON THE LINE OF THE ATLANTIC COAST LINE RAILROAD COMPANY.

This matter came on for hearing before us at our office in Tallahassee on January 25, 1910, pursuant to written notice, dated January 15, 1910, to the Atlantic Coast Line Railroad Company, which appeared at the said hearing by Mr. Morton Riddle, its General Superintendent, and was duly heard.

NOW, THEREFORE, we, the Railroad Commissioners of the State of Florida, do find that the public necessity and convenience require that the Atlantic Coast Line Railroad Company shall establish and maintain a regular agent at Citronelle, a station on its line of railroad in

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this State, and it is ordered that the said railroad company shall establish and maintain such regular agent at Citronelle on and after February 1, 1910.

Ordered at our office in the City of Tallahassee, this 26th day of January, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 289.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE INVESTIGATION INTO ALLOWANCES MADE BY THE SEABOARD AIR LINE RAILWAY TO C. J. McGEHEE & COMPANY ON FREIGHT CHARGES, AND INTO THE CHARACTER OF THE TRAM ROAD OPERATED BY SAID C. J. McGEHEE & COMPANY.

By the Commission:

A tram or logging road now owned and operated by C. J. McGehee & Co., but formerly by W. P. Lee & Co., and therefore known as Lee's Tram, connects with the Seaboard Air Line Railway at its 39-milepost, or Woodstock, on its western division in this State. C. J. McGehee & Co. also own and operate a sawmill at Woodstock, situated some two hundred yards from the main line of the Seaboard, and on the line of the tram. This tram extends some twelve or fourteen miles back into the country in a northeasterly direction and is used principally for bringing logs to the mill. There are or have been several turpentine plants located along its line, for which cars and freight have been hauled under special contract. There is no doubt, under the testimony, that the tram road is not a common carrier.

F. J. Pons operated several turpentine plants at points on the tram from two and a half to ten miles from Woodstock. He had a special contract with C. J. McGehee & Co. to haul cars of naval stores from his several plants

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to Woodstock at a flat rate of $5.00 per car. At Woodstock the cars were delivered to the Seaboard Air Line Railway for transportation to Jacksonville, Fernandina or Savannah. By virtue of an alleged joint tariff, the Seaboard allows the tram road on rosin to Fernandina and Jacksonville 2.2c, and on spirits of turpentine 3.3c per 100 lbs., amounting in the average to about $8.00 per car. The Seaboard has also made a special rate on ties, when from the tram road, from Sanderson, two miles east of Woodstock, to Jacksonville and Fernandina. This rate is about 25 per cent. less than the regular rate.

The Lee tram being merely a private carrier, all allowances to it are in the nature of payment of drayage charges and are unlawful.

Wight v. U. S., 167 U. S. 512.
Ch. & Alton R. R. v. U. S., 156 Fed. 558.
C. & O. R. R. v. Standard Lumber Co., 174 Fed. 107.
Allowances for Transfer of Sugar, 14 I. C. C. R. 627.

The transaction, in fact, amounts to a rebate, for it is immaterial that the rebate is paid to some other person than the shipper.

U. S. v. D., L. & W. R. R., 152 Fed. 269.

As to the special rate on ties from Sanderson, it requires no argument to show that the place of origin of the material to be transported cannot, when the material is delivered to the railroad company, make any difference in the freight charges for transportation from the point of delivery to the final destination.

The similar circumstances and conditions referred to in the statute relate to the circumstances and conditions of carriage only.

Wight v. U. S., 167 U. S. 512.

IT IS, THEREFORE, ORDERED that the Seaboard Air Line Railway do forthwith refrain and desist from paying to C. J. McGehee & Company any allowance for freight or cars coming from their tram road, under the guise of joint tariff or rate or of any other device whatever, on intra-state shipments.

AND ALSO, that the Seaboard Air Line Railway do

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forthwith either abolish the special rate on ties of 3 cents per 100 lbs. from Sanderson, Florida, to Jacksonville or Fernandina, Florida, when coming from said tram, or make the same rate open to all persons who shall offer ties for transportation from and to said points.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 8th day of February, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 290.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION, OPERATION AND MAINTENANCE OF A JOINT PASSENGER TERMINAL OR UNION DEPOT BY THE ATLANTIC COAST LINE RAILROAD COMPANY, THE SEABOARD AIR LINE RAILWAY AND THE TAMPA NORTHERN RAILROAD COMPANY, IN THE CITY OF TAMPA.

The Seaboard Air Line Railway having applied for an extension of ninety days in which to file blue prints which were heretofore ordered to be filed with us on or before March 1, 1910, it is ordered that the application for an extension of ninety days be denied, but that the time for filing said blue prints be, and the same is hereby, extended to April 1, 1910.

Ordered in open session of our Board, at our office in the City of Tallahassee, this 23d day of February, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

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ORDER NO. 291. FILE NO. 2996.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER SCHEDULES OF RATES FOR THE MARIANNA AND BLOUNTSTOWN RAILROAD COMPANY.

The Marianna and Blountstown Railroad Company, having made application to us, under date of January 28, 1910, to prescribe freight and passenger schedules of rates for the said railroad, due personal notice, dated February 1, 1910, was given by us to the said railroad company of our intended action and that a hearing thereon would be had at our office in the City of Tallahassee on February 25, 1910, at 10 o'clock a. m.

AND THEREUPON, at the place and time appointed, the said Marianna and Blountstown Railroad Company appeared by Mr. Rufus Pennington, its President, and Paul Carter, Esq., its Solicitor, and was duly heard, and the matter was taken under advisement.

And now, being duly advised in the premises, we find that the Marianna and Blountstown Railroad Company owns a line of railway extending from Marianna, Florida, to Blountstown, Florida, which it began to operate on January 31, 1910, and has since been operating as a common carrier of freight and passengers between points in this State and that the said railroad company and the said line of railway are subject to our jurisdiction.

IT IS, THEREFORE, ORDERED AND ADJUDGED, that the following schedule of freight and passenger rates be and the same is hereby, allowed and prescribed for the Marianna and Blountstown Railroad Company, to be used between all points on its line in this State, and that the said schedule shall be put into operation by the said railroad company, and shall take effect March 10, 1910:

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DISTANCES.	Class Rate in Cents. Per 100 Pounds.												Per Barrell.	Per 100 Pounds.	Per Ton. 2000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15

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Passenger rates: Straight fare, four cents per mile; round-trip ticket, good for five days, exclusive of day of sale, three cents per mile.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 26th day of February, A. D. 1910.

R. HUDSON BURR, Chairman.
Attest: J. WILL YON, Secretary.

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RULES

AND

REGULATIONS.

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RULES AND REGULATIONS

For the Government of the Transportation of Persons and Property on the Railroads of Florida, as Revised to Date.

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations

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for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official Classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available

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practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any interstate points than the lowest rates between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between, railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

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RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. This Rule held invalid by the State Supreme Court.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

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COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in 2½ or over may be counted as 5, and sums less than 2½ as 0. For example, for 42½ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

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COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

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(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in them a sufficient supply of good drinking water for the passengers.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUCH STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

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SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less than one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

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The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the

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carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified, or hereafter to be allowed, for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
2,000 pounds and under 3,000, $3.00 for extra handling.
3,000 pounds and under 4,000, 5.00 for extra handling.
4,000 pounds and under 5,000, 7.00 for extra handling.
5,000 pounds and under 6,000, 8.00 for extra handling.
6,000 pounds and under 7,000, 10.00 for extra handling.
Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving

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to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N, O or P, the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

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ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight such estimated weight will apply when the actual weight of articles named below *cannot be ascertained at point of shipment, or at destination, or in transit,* the following estimated weights shall govern:

Article—	Weight.
Cement, Portland, per barrel	400 pounds
Cement, except Portland per barrel	300 pounds
Clay, per cubic yard	3,000 pounds
Coal, per bushel	80 pounds
Coke, per bushel	40 pounds
Gravel, per cubic yard	3,200 pounds
Laths, green, per 1,000	530 pounds
Laths, seasoned, per 1,000	450 pounds
Lime, Rockland, per barrel	230 pounds
Lime, other than Rockland, per barrel	210 pounds
Lime, per bushel	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet	4,500 pounds
Lumber, ash or black walnut seasoned, per 1,000 feet	4,000 pounds
Lumber, elm, hickory or oak, green, per 1,000 feet	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet	3,000 pounds
Lumber, yellow pine, green, per 1,000 feet	4,500 pounds
Lumber, yellow pine, seasoned, per 1,000 feet	4,000 pounds
Lumber, yellow pine boards, 2-in. and less, kiln-dried and dressed, per 1,000 feet	3,000 pounds
Lumber, N.O.S., green, per 1,000 feet	6,000 pounds
Lumber, N.O.S., seasoned, per 1,000 feet	4,000 pounds
Sand, per cubic yard	3,000 pounds
Shingles, green, per 1,000	400 pounds

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Shingles, seasoned, per 1,000	350	pounds
Staves, heading or hoop-poles, green, car loaded to depth of 43 inches, per car	30,000	pounds
Staves heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car	30,000	pounds
Stone, not dressed, per cubic foot	160	pounds
Tan Bark, green, per cord	2,600	pounds
Tan Bark, seasoned, per cord	2,000	pounds
Telegraph Poles, Fence Posts or Rails, per cord	3,500	pounds
Turpentine, in barrels, per barrel	420	pounds
Wood, green, per cord	3,500	pounds
Wood, seasoned, per cord	3,000	pounds

ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than $2.00 per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting, and no railroad company shall decline or refuse to transport, switch or transfer any car as above, or to receive it from any connecting railroad for such purposes.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of $2.00 shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no

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additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

Provided that this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates, authorized by the Commission, shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight, except classes L, N, O and P, not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of local rates on such freights less ten (10) per cent. for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent. for the distance such shipment is hauled, condi-

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tioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On Classes L, N, O and P the joint rate shall not exceed the sum of the local rates on such freight.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT OF CLAIMS FOR OVER-CHARGES.

20. All over-charges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an over-charge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which

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reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conduct-

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ed. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours

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of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and of reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

SECTION 4—RULES AND REGULATIONS GOVERNING TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule, or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

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LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bulls, each	3,000 pounds
Each cow and calf together, not crated	2,500 pounds
Each mare and foal, together	2,500 pounds
Shetland ponies, any age, not crated	1,000 pounds
Yearling cattle, except bulls, not crated each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves, under one year old, not crated	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than	100 pounds
Sheep crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheeps, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

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MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over	$ 75.00
Horned cattle not over,	30.00
Stallions, jacks and bulls, not over	150.00
Lambs, calves, hogs or sheep, not over	5.00
Mare and colt, together, not over	100.00
Cow and calf, together, not over	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other — suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

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DEMURRAGE RULES.

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Demurrage Rules.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE I.

Freight Subject to Car Service Charges.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

RULE II.

Notice to Consignees.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

RULE III.

Legal Notice.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification,

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not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee.* Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE IV.

Per Diem Charge.

A charge of one dollar ($1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading.* It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

RULE V.

Goods Consigned to Order of Shipper.

When consignors ship goods consigned to themselves, it

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shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

Refusal to Accept Shipments.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

RULE VII.

Cars for Delivery on Team Tracks or Private Sidings.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

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Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; provided, the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notifica-

RULE VIII.

Cars Held for Shipping Directions.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar ($1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar ($1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE IX.

Consignments More Than Four Miles Distant.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence.*

RULE X.

Railroads Allowed to Store Property.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

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RULE XI.

Per Diem Charge Allowed Consignees.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m. the day after arrival of the same, the shipper or consignee shall be paid one dollar ($1.00) per day for each day said delivery is so delayed.

RULE XII.

Stormy Weather.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII

Discrimination and Exemptions.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

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In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities, not more than one dollar ($1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

RULE XIV.

Storage Charges on Baggage.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece or twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar $(1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 p. m. Saturday and 3 p. m. Sunday, it will be held without charge until 3 p. m. Monday.

RULE XV.

Storage Charge on Baggage for Seaboard Air Line Railway.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage

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remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE XVI.

Other Demurrage Charges.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days, from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit any pay to the shipper applying the sum of $2.00 per car per day or fraction of a day's

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delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, that the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, that this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE XVIII.

Deposit Required.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than $2.00 per car per day, or fraction of a day, may be assessed and collected and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect $4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, $4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule,

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the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

Shipments Delayed in Transit.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of $2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

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PASSENGER and FREIGHT RATES

OPERATED BY

RAILROADS IN FLORIDA

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SCHEDULES OF PASSENGER FARES
Operated by the Railroads in Florida.

Railroads Charging 3 Cents per Mile:

Georgia, Florida and Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Alabama and Tennessee Railroad.
Pensacola Division of the L. and N. Railroad.
Georgia and Florida Railway.

Railroad Charging 4 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Charlotte Harbor and Northern Railway.
Live Oak, Perry and Gulf Railway.
Marianna and Blountstown Railroad.
Ocala Northern Railway.
Plant City, Arcadia and Gulf Railway.
Standard and Hernando Railway.
Sanford and Everglades Railway.
Suwannee River and White Springs Railway.
Tampa and Gulf Coast Railway.
Tampa Northern Railway.
Woodville Railroad.

Railroads Charging 4 Cents per Mile:

Alabama and Florida, Pensacola and Atlantic, and Yellow River Division of the L. and N. Railroad.
Florida Central Railroad.
Greenville Southern Railway.
Tampa and Jacksonville Railroad.

Railroads Charging 5 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:

Tavares and Gulf Railway.

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The Atlantic Coast Line Railroad Charges 2 3-4 Cents per Mile, except the Following Branches, Which Charge 3 Cents:

Florida Midland.
Homosassa Branch.
Newberry to Perry Extension.
Oviedo Branch.
Sanford Branch.
Sanford and Tavares.
St. Cloud Sugar Belt.
Sanford and St. Petersburg.
St. Johns and Lake Eustis.
Tampa and Thonotosassa.
Tiger Bay Branch.
Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operate 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 2 3-4 Cents per Mile, except the Following Branches, Which Charge 3 Cents:

Fernandina to Baldwin.
Monticello to Drifton.
Tallahassee to St. Marks.
Starke to Waunee.
Waldo to Cedar Keys.
Silver Springs Junction to Silver Springs.
Wildwood to Lake Charm.
Lake Charm to Winter Park .
Sumterville Junction to Sumterville.
Archer to Eagle Mine.

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SCHEDULE

OF

FREIGHT TARIFFS.

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Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Florida Central, Florida & Georgia, Florida West Short Branch of the S. A. L. Ry., Tampa & Jacksonville, Standard & Hernando, Tampa Northern, Woodville Railroad, Greenville Southern, Sanford & Everglades, Marianna & Blountstown, Ocala Northern, Madison Southern, Suwannee River & White Springs, Tampa & Gulf Coast Railroads:

DISTANCES.	Class Rate in Cents. Per 100 Pounds.												Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15
90 miles and over 80 miles	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18

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120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	6	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	19.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	20.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34

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SCHEDULE OF FREIGHT TARIFFS OPERATED BY APALACHICOLA NORTHERN, ETC—Continued.

DISTANCES.	Class Rate in Cents Per 100 Pounds.													Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	27.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	27.00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2.37	2.50	48.00	36.00	28.00	36

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SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAILROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY.

STATIONS.	Per Hundred Pounds.													Per Barrel.	Per 100 Pounds.	Per Ton.		Per Car Load.			Per 100 Pounds.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		V
10 miles and under	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	5.00	8	..	..
20 miles and over 10 miles	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	7.00	9	..	..
30 miles and over 20 miles	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	8.00	10	..	..
40 miles and over 30 miles	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	9.00	11	..	..
50 miles and over 40 miles	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	10.00	12	..	..
60 miles and over 50 miles	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00	11.00	13	..	..
70 miles and over 60 miles	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00	11.00	14	..	..
80 miles and over 70 miles	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	12.00	15	..	..

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY AND SEABOARD AIR LINE RAILWAY—LOCAL MILEAGE TARIFF.

Between All Stations in Florida.	Per Hundred Pounds.												Per Barrel.	Per 100 Pounds.	Per Ton.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	24	21	20	15	14	13	10	9	8	6	14	15	12	7	$ .75	$1.00	$ 8.00	$10.00	$ 5.00	8
20 miles and over 10 miles	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9
30 miles and over 20 miles	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10
40 miles and over 30 miles	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11
50 miles and over 40 miles	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12
60 miles and over 50 miles	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13
70 miles and over 60 miles	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14
80 miles and over 70 miles	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15
90 miles and over 80 miles	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16
100 miles and over 90 miles	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17
110 miles and over 100 miles	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18
120 miles and over 110 miles	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19
130 miles and over 120 miles	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	16.00	20

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140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28
260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.24	40.00	34.00	24.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY.

DISTANCES.	Per One Hundred Pounds.												Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	$ .75	$1.10	$ 8.00	$10.00	$ 5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	38	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	12.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	13.00	15
90 miles and over 80 miles	62	53	49	36	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	14.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.50	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	15.00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	16.00	19
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	17.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	17.50	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	18.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	19.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	19.50	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	55	40	16½	2.15	2.21	36.00	29.00	20.00	24½

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190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	20.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.50	20.50	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	21.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	22.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	22.50	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	24	63	46	18	2.21	2.27	39.00	32.00	22.50	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	23.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	24.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	25.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	26.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	27.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	27.50	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	28.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	29.50	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	31.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32.50	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	34.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	35.50	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	37.00	34
380 miles and over 370 miles.....	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	39.00	35
390 miles and over 380 miles.....	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	41.00	35
400 miles and over 390 miles.....	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2.37	2.50	48.00	36.00	41.00	36
410 miles and over 400 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
420 miles and over 410 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
430 miles and over 420 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
440 miles and over 430 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	3.97	51.00	40.00	42.00	38
450 miles and over 440 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
460 miles and over 450 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
470 miles and over 460 miles.....	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
480 miles and over 470 miles.....	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
490 miles and over 480 miles.....	117	103	86	78	71	65	54	47	48	36	66	82	59	26	4.12	4.00	51.00	42.00	43.00	39
500 miles and over 490 miles.....	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4.13	4.05	52.00	44.00	44.00	40

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY.

DISTANCES.	Per One Hundred Pounds.												Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	$ .75	$1.10	$ 8.00	$10.00	$ 5.00	8
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles	46	41	38	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	12.00	14
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	13.00	15
90 miles and over 80 miles	62	53	49	36	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	14.00	16
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.50	17
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	15.00	18
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	16.00	19
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	17.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	17.50	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	18.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	19.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	19.50	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	55	40	16½	2.15	2.21	36.00	29.00	20.00	24½

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190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	20.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.50	20.50	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	21.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	22.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	22.50	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	24	63	46	18	2.21	2.27	39.00	32.00	22.50	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	23.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	24.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	25.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	26.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	27.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	27.50	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	28.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	29.50	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	31.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32.50	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	34.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	35.50	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	37.00	34
380 miles and over 370 miles.....	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	39.00	35
390 miles and over 380 miles.....	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	41.00	35
400 miles and over 390 miles.....	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2.37	2.50	48.00	36.00	41.00	36
410 miles and over 400 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
420 miles and over 410 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
430 miles and over 420 miles.....	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
440 miles and over 430 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	3.97	51.00	40.00	42.00	38
450 miles and over 440 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
460 miles and over 450 miles.....	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
470 miles and over 460 miles.....	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
480 miles and over 470 miles.....	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
490 miles and over 480 miles.....	117	103	86	78	71	65	54	47	48	36	66	82	59	26	4.12	4.00	51.00	42.00	43.00	39
500 miles and over 490 miles.....	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4.13	4.05	52.00	44.00	44.00	40

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TO BE USED ONLY BETWEEN STATIONS ON ATLANTIC AND WESTERN BEACH BRANCH.

DISTANCES.	Per One Hundred Pounds.												Per Barrel.	Per 100 oPunds.	Per Ton. 2,000 Pounds.		Per Car Load.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	21	18	15	12	12	10	9	18	22	18	7	$ .85	$1.00	$ 8.00	$10.00	$ 5.00	15
20 miles and over 10 miles.....	36	35	30	28	24	18	15	14	10	10	20	27	20	8	1.00	1.20	11.00	11.00	7.00	18
30 miles and over 20 miles.....	40	36	32	30	26	20	17	16	11	12	21	30	21	9	1.00	1.20	14.00	12.00	8.00	20

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA & ALABAMA RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS.											Per Barrel.	Per 100 Lbs.		Per Ton 2,000 Lbs.		Per Car Load.			Per 100 Lbs.	Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V
10 miles and under	24	21	20	15	14	12	12	12	5½	5	14	11⅓	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8
20 miles and over 10	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20	36	32	29	26	21	17	17	17	7½	6⅔	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30	41	36	33	30	24	18	18	18	8	7½	24	16⅔	30	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40	42	38	35	31	25	18	18	18	8⅓	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50	45	41	36	32	27	20	20	20	9	8⅓	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	10
70 miles and over 60	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	11
80 miles and over 70	51	47	41	36	28	21	21	21	10	9½	28	20	36	12⅔	1.43	1.96	22.40	21.00	12.00	16	15	11
90 miles and over 80	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	12
100 miles and over 90	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12
110 miles and over 100	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

DISTANCES.	Per Hundred Pounds.												Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.		Per Car Load.			Per 100 Pounds.	Oranges per box 80 lbs.	Vegetables per crate 50 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		
10 miles and under.....	24	21	20	15	14	12	12	12	5⅓	5	14	15	11½	7⅓	$ .75	$1.20	$ 9.75	$12.00	$ 5.00	8	10	8
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6⅔	21	26	15	10⅓	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7⅓	24	30	16⅔	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17⅓	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8⅔	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13	9
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12⅔	1.40	1.96	22.40	21.00	11.00	15	14	10
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14	10
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21⅓	12½	1.50	2.08	23.40	22.10	13.00	17	15	10
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11⅓	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	10
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	11
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15	11

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA. BY THE PENSACOLA, ALABAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.												Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.	Per 100 lbs. Brick, C. L. Lumber, C.L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5	5
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6	6
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8

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SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION OF THE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1908.

BETWEEN LOCAL STATIONS.	Per Hundred Pounds.												Per Barrel.	Per 100 Lbs.						Per 2,000 Lbs.	Per Car.		Oranges per box 80 lbs.	Vegetables per crate 50 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Coal	Live Stock, Except Hogs	Sheep double deck Hogs single.		
10 miles and under	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	$ .60	$10.00	$12.00	10	8
15 miles and over 10 miles	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8
20 miles and over 15 miles	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8
25 miles and over 20 miles	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8
30 miles and over 25 miles	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8
35 miles and over 30 miles	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9
40 miles and over 35 miles	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6	1.20	19.00	23.00	12	9
45 miles and over 40 miles	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9
50 miles and over 45 miles	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9
55 miles and over 50 miles	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9
60 miles and over 55 miles	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9
65 miles and over 60 miles	50	44	40	36	32	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10

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70 miles and over	65 miles	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over	70 miles	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over	75 miles	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over	80 miles	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over	85 miles	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over	90 miles	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over	95 miles	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over	100 miles	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over	110 miles	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over	120 miles	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over	130 miles	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over	140 miles	74	66	55	50	45	41	41	41	25	20	41	41	50	41	25	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over	150 miles	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES.	Class Rates in Cents Per 100 Pounds.												Per Barrel.	Per 100 Lbs.	Carloads.						
															Per 100 Lbs.			Per 2,000 Lbs.	Per Car.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal	Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs.	Veg'bles, Cr't 50 Lbs.
10 miles and under	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	$ .60	$ 5.00	$ 6.00	10	8
15 miles and over 10 miles	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	8
20 miles and over 15 miles	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	8
25 miles and over 20 miles	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9
30 miles and over 25 miles	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9
35 miles and over 30 miles	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9
40 miles and over 35 miles	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10
45 miles and over 40 miles	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10
50 miles and over 45 miles	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10
55 miles and over 50 miles	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

Between Local Stations in Florida.	Per Hundred Pounds.											Per Barrel.	Per 100 Pounds.	Per Ton.		Per Car Load.			Per 100 Pounds.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	$ .80	$ 8.00	$ 6.00	$ 5.00	5	13	10
20 miles and over 10 miles	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10
30 miles and over 20 miles	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10
40 miles and over 30 miles	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10
50 miles and over 40 miles	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10

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SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under	$ .50
20 miles and over 10 miles	.50
30 miles and over 20 miles	.55
40 miles and over 30 miles	.65
50 miles and over 40 miles	.70
60 miles and over 50 miles	.75
70 miles and over 60 miles	.80
80 miles and over 70 miles	.85
90 miles and over 80 miles	.90
100 miles and over 90 miles	.95

Minimum, 15 tons to a car.

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under	11
20 miles and over 10 miles	13
30 miles and over 20 miles	15
40 miles and over 30 miles	17
50 miles and over 40 miles	19
60 miles and over 50 miles	21
70 miles and over 60 miles	23
80 miles and over 70 miles	25
90 miles and over 80 miles	27
100 miles and over 90 miles	29
110 miles and over 100 miles	30
120 miles and over 110 miles	31
130 miles and over 120 miles	32
140 miles and over 130 miles	33
150 miles and over 140 miles	34
160 miles and over 150 miles	35

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

SOLELY WITHIN THE STATE OF FLORIDA.

The following rates on Fruit and Vegetables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles.	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grapefruit, Pineapples in standard crates of 80 pounds. Barrel or barrel crates, double the crate-rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplant, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles, in standard crates of 50 pounds, barrel or barrel crates, double the crate rate.

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

SOLELY WITHIN THE STATE OF FLORIDA.

The following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads in the State of Florida, except the Florida East Coast Railway:

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance hauled over each road.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grapefruit, Pineapples, in standard crates of 80 pounds. Barrels or barrel crates, double the crate rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions. Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

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LOCAL EXPRESS RATES ON COMMODITIES AS REVISED, ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

SOLELY WITHIN THE STATE OF FLORIDA.

The following rates on strawberries will apply on all shipments between local points on any one of the railroads in the State of Florida, except

THE FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCES.	CLASS. Per Crate.	
	G.	V.
10 miles and under	13	10
20 miles and over 10 miles	13	10
30 miles and over 20 miles	13	10
40 miles and over 30 miles	13	10
50 miles and over 40 miles	13	10
60 miles and over 50 miles	15	10
70 miles and over 60 miles	16	10
80 miles and over 70 miles	16	10
90 miles and over 80 miles	16	10
100 miles and over 90 miles	16	10
110 miles and over 100 miles	16	11
120 miles and over 110 miles	16	11
130 miles and over 120 miles	16	11
140 miles and over 130 miles	16	11
150 miles and over 140 miles	17	12
160 miles and over 150 miles	17	12
170 miles and over 160 miles	18	12
180 miles and over 170 miles	18	12
190 miles and over 180 miles	18	13
200 miles and over 190 miles	18	13
210 miles and over 200 miles	19	13
220 miles and over 210 miles	19	13
230 miles and over 220 miles	19	14
240 miles and over 230 miles	20	14
250 miles and over 240 miles	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES ON FLORIDA EAST COAST RAILWAY.

DISTANCE.	CLASS. Per Crate.	
	G.	V.
10 miles and under	10	8
20 miles and over 10	11	8
30 miles and over 20	12	9
40 miles and over 30	13	9
50 miles and over 40	14	10
60 miles and over 50	15	11
70 miles and over 60	16	11
80 miles and over 70	17	11
90 miles and over 80	18	12
100 miles and over 90	19	12
110 miles and over 100	20	13
120 miles and over 110	20	13
130 miles and over 120	21	14
140 miles and over 130	22	15
150 miles and over 140	23	16
160 miles and over 150	24	17
170 miles and over 160	25	18
180 miles and over 170	25	19
190 miles and over 180	26	20
200 miles and over 190	27	21
210 miles and over 200	28	22
220 miles and over 210	29	23
230 miles and over 220	29	24
240 miles and over 230	30	25
250 miles and over 240	31	26
260 miles and over 250	32	27
270 miles and over 260	33	28

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LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES ON FLORIDA EAST COAST RAILWAY.—*Continued.*

DISTANCE.	CLASS. Per Crate.	
	G.	V.
280 miles and over 270	34	29
290 miles and over 280	35	30
300 miles and over 290	36	31
310 miles and over 300	37	32
320 miles and over 310	38	33
330 miles and over 320	38	34
340 miles and over 330	39	35
350 miles and over 340	40	36
360 miles and over 350	40	37
370 miles and over 360	40	37
380 miles and over 370	40	37
390 miles and over 380	40	37
400 miles and over 390	41	38
410 miles and over 400	41	38
420 miles and over 410	42	39
430 miles and over 420	42	39
440 miles and over 430	43	40
450 miles and over 440	43	40
460 miles and over 450	44	41
470 miles and over 460	44	41
480 miles and over 470	44	42
490 miles and over 480	45	42
500 miles and over 490	45	42

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CLASSIFICATION.

CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.
In standard crates of 80 pounds.
Barrels or barrel-crates, double the crate rate.
Strawberries in crates of 50 pounds.

CLASS V—FRUIT:

Peaches, Pears and Guavas.

VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.
In standard crates of 50 pounds.
Barrels or barrel-crates, double the crate rate.

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DISTANCE TABLES.

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DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Denver	77.5	Kissimmee	166.0
Edgewood	3.6	Hammond	81.2	Campbell	170.0
Youkon	9.4	Seville	83.4	Loughman	177.1
Orange Park	14.0	Pierson	89.1	Davenport	182.2
Doctor's Inlet	20.4	Eldridge	91.5	Haines City	187.0
Russell	23.9	Barberville	93.8	Bartow Junction	193.7
Magnolia Springs	28.3	De Leon Springs	99.0	Auburndale	198.0
Green Cove Springs	29.8	Glenwood	103.2	Carter's	203.2
Walkill	33.3	DeLand Junction	107.2	akeland	208.6
West Tocoi	40.2	Orange City Junction	112.3	Winston	212.7
Bostwick	45.7	Enterprise Junction	118.1	Youman's	215.7
Teasdale	48.6	Monroe	121.0	Plant City	219.1
Pecan	51.6	Sanford Junction	124.3	Dover	225.3
Palatka	54.9	Sanford	125.0	Seffner	228.7
Lundy	57.3	Lake Mary	130.8	Orient	235.0
Buffalo Bluff	62.1	Longwood	135.4	Thonotosassa Jct	237.9
Satsuma	63.9	Altamonte Springs	138.3	Ybor City	239.1
Sisco	67.0	Maitland	140.9	Tampa	240.6
Pomona	69.4	Winter Park	143.4	Tampa Bay Hotel	241.4
Como	71.0	Orlando	148.2	Dewey	244.9
Huntington	71.2	Smithville	155.6	Port Tampa City	247.9
Crescent City Jct.	77.0	Connelly	160.2	Port Tampa	249.6

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Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

Jacksonville to St. Petersburg.

Jacksonville	0.0	Rochelle	93.5	St. Catherine	183.3
Moncrief	3.5	Micanopy Jct.	99.1	Croom	189.2
Cambon	9.3	Evinston	101.7	Rital	194.1
Cash Point	14.1	McIntosh	104.6	Trilby	198.3
Baldwin	19.2	Orange Lake	106.1	Blanton	203.2
McPherson	26.8	Proctor	107.0	San Antonio	209.3
Bessent	30.8	Reddick	110.5	Pasco	213.0
Sapp	37.8	Lowell	113.4	Ehren	221.5
Ellerbee	41.7	Martin	116.5	Odessa	231.8
Raiford	44.8	Kendrick	119.6	Keystone Park	235.5
Rylander	47.1	Ocala Junction	124.2	Tarpon Springs	242.4
Lake Butler	51.9	Ocala	125.1	Sutherland	247.9
Hiers	58.8	Cornell	131.3	Ozona	248.6
Santa Fe	63.9	Candler	138.6	Dunedin	252.7
Hainesworth	68.2	Weirsdale	146.6	Clear Water	255.9
Burnett's Lake	70.8	Lady Lake	151.3	Bellair	256.9
Hague	74.1	Leesburg	159.0	Largo	259.5
Paradise	80.4	Okahumpka	164.5	Cross Bayou	264.3
Gainesville	84.5	Center Hill	173.6	Lellman	268.4
Kelley's Mill	91.8	Webster	178.2	St. Petersburg	273.6

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ATLANTIC COAST LINE RAILWAY—Continued.
Jacksonville to Perry.

Jacksonville	0.	Lake Butler	51.9	Wilcox	104.5
Moncrief	3.5	Hiers	58.8	Old Town	108.5
Cambon	9.3	Santa Fe	63.9	Eugene	113.6
Cash Point	14.1	Hainesworth	68.2	Cross City	116.8
Baldwin	19.2	Burnett's Lake	70.8	Hines	126.9
McPherson	26.8	West Alachua	72.5	Clara	134.0
Bessent	30.8	Cadillac	77.0	Salem	141.7
Sapp	37.8	Komoka	82.1	Athena	150.3
Ellerbee	41.7	Newberry	84.6	Pinland	154.6
Raiford	44.8	Tyler	93.9	Perry	161.2
Rylander	47.1	Trenton	98.1		

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Lakeland to Waycross.

Lakeland	0.0	Dunnellon	80.8	Lake City Junction	152.4
Kathleen	7.6	Juliette	85.3	Hildredth	156.1
Lakes	11.5	Romeo	92 5	Branford	163.2
Millard	15.6	Morristown	97.6	O'Brien	168.7
Richland	20.8	Montbrook	101.3	McAlpin	175.6
Dade City	27.5	Williston	105 5	Pine Mount	177.6
Trilby	34.0	Gun	108.0	Padlock	182.1
Rital	38 2	Raleigh	109.4	Live Oak	186.8
Croom	43.1	Eve	112.6	North Live Oak	187.8
Istachatta	49.1	Archer	117.2	Suwannee	193.8
Floral City	56.0	Half Moon	122.6	Marion	197 5
Inverness	62.8	Newberry	127.0	Jasper	202 9
Hernando	68.3	Lexington	129.4	Baker's Mill	206.9
Holder	73.6	Clark	135.2	Haylow, Ga.	224.2
Floston	75.9	High Springs	140.2	Dupont Jct., Ga.	235.1
Gulf Junction	79.3	Fort White	149.5	Waycross, Ga.	270.0

High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3

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ATLANTIC COAST LINE RAILWAY—Continued.

Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gorda	86.0
Bartow	13.0	Moffitt	45.6	Acline	90.2
Homeland	19.2	Buchanan	48.4	Gilchrist	99.1
Fort Meade	23.9	Gardner	52.5	Samville	106.8
Whidden Creek	26.4	Brownville	56.0	Tice	109.8
Jane Jay	28.4	Arcadia	62.0	Fort Myers	114.0
Bowling Green	31.7	Nocatee	66.0		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	8.9	Juliette	22.0	Crystal	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

Sanford to Trilby.

Sanford	0.0	Palm Springs	13.2	Oakland	32.1
Sanford Junction	0.8	Forest City	15.9	Minneola	41.1
New Upsala	2.8	Lakeville	20.4	Clermont	42.7
Twin Lakes	3.8	Clarcona	22.3	Mascotte	42.0
Paola Junction	5.3	Fullers	26.0	Linden	61.2
Pine Crest	6.1	Crown Point	27.2	Tarrytown	62.4
Island Lake	7.6	Winter Garden	29.4	Riverland	67.7
Glen Ethel	10.0	Tildenville	30.9	Trilby	73.7

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Sanford to Astor.

Sanford	0.0	Tufts	8.8	Tavares	29.3
Sanford Junction	0.8	Ethel	10.8	Eustis	33.8
New Upsala	2.8	Cassia	12.8	Fort Mason	35.7
Twin Lakes	3.8	Wayland	15.4	Umatilla	39.8
Paola Junction	5.3	Lovejoy's Mill	16.8	Altcona	42.9
Paola	5.8	Sorrento	18.4	Pittman	45.0
Markham	7.8	Mount Dora	23.9	Astor	60.5

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Oviedo	17.0
Sanford Junction	0.8	Clydes	7.4	Lake Charm	18.4
Fort Reed	3.2	Clifton	12.0		

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0		

DeLand Junction and DeLand.

De Land Junction	0.0	Stetson	2.1	De Land	4.0

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Kissimmee to East Apopka.

Kissimmee	0.0	Windemere	19.6	Apopka	33.0
Shingle Creek	4.5	Gotha	21.1	East Apopka	34.0
McLane's	8.7	Ocoee	24.5		
Waco	17.3	Clarcona	29.3		

Kissimmee to Narcoossee.

		Peghorn Junction	6.1		
Kissimmee	0.0	St. Cloud	9.0	Runnymede	13.8
Carolina	4.5	Peento	10.0	Narcoossee	14.4

Bartow Junction to Bartow.

Bartow Junction	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Lakeside Park	13.2		
Winter Haven	5.0	Bordonsville	12.0		

Winston to Tiger Bay.

Winston	0.0	Mulberry	10.8	Phosphoria	19.9
Medulla	6.0	Pierce	13.8	Agricola	21.4
Christina	7.5	Pebbledale	15.4	Tiger Bay	25.3
Bone Valley Junction	8 8	Green Bay	17.2	Ft. Meade	28.8

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Idlewild Park	5.5	Harney	8.5		

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Croom to Brooksville.

Croom	0.0	Brooksville	10.0		

Palatka to Rochelle.

Palatka	0.0	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park	34.7
Akomi	10.1	Johnson	22.7	Rochelle	38.9
Hollister	11.5	McMeekin	25.3		

Micanopy Junction to Tacoma.

Micanopy Junc	0.0	Micanopy	3.4	Tacoma	8.4

Proctor to Citra.

Proctor	0.0	Citra	6.1		

Lake City to Lake City Junction.

Lake City	0.0	Drews	10.7	Lake City Junction	18.7

Monticello to Thomasville.

Monticello	0.0	Metcalf	14.0	Thomasville, Ga.	24.0

River Junction to Climax.

River Junction	0.0	Fowltown, Ga.	21.6		
Faceville, Ga.	14.9	Climax	30.3		

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SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Lake City	59.3	Braswell	140.5
Marietta	7.4	Ogden	64.8	Lloyd	147.0
White House	10.9	Welborn	70.5	Capitola	
Millerton	14.0	Houston	76.0	Chaires	153.4
Baldwin	18.7	Live Oak	81.3	Tallahassee	165.0
Mattox	22.7	Falmouth	90.9	Ocklocknee	173.4
Macclenny	27.5	Ellaville	94.7	Midway	177.0
Glen St. Mary	29.8	Lee's	102.2	Quincy	188.9
Drake	32.5	West Farm	104.4	Gretna	194.2
Sanderson	36.8	Madison	109.7	Mt. Pleasant	197.6
Woodstock	39.0	Champaign	114.8	Jamison	200.5
Olustee	46.7	Greenville	123.3	River Junction	207.7
Mt. Carrie	51.1	Aucilla	130.7		
Watertown	56.7	Drifton	138.1		

Jacksonville to Tampa.

Jacksonville	0.0	Sparr	88.5	Terrell	150.1
Marietta	7.4	Anthony	91.8	Lacoochee	156.3
White House	10.9	Oak	95.1	Owensboro	158.0
Millerton	14.0	Silver Springs Junction	97.7	Dade City	164.2
Baldwin	18.7	Silver Springs	99.6	Pasadena	166.7
Fiftone	22.4	Ocala	101.5	Phelps	170.6
Maxville	26 2	Santos	109.1	Greer	170.4
Highland	32.6	Belleview	113 1	Abbot	173.6
Lawtey	37.7	Summerfield	117.1	Knights	184.9
Starke	44.4	South Lake Weir Junction	117.3	Plant City	188.9
Hampton	50.7	Dallas	119.3	Turkey Creek	193.7

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Waldo	56.3	Oxford	122.8	Sidney	195.4
Orange Heights	61.4	Wildwood	127.4	Valrico	198.4
Campville	65.4	Coleman	131.9	Brandon	200.7
Hawthorne	70.5	Panasoffkee	135.4	Limona	201.7
Lockloosa	76.9	Sumterville Junction	136.0	Y oor City	210.1
Island Grove	80.5	Sumterville	138.2	Tampa	211.5
Citra	83.0	Bushnell	142.0		
Meadows	85.5	St. Catherine	145.9		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonia	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.3
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27 4		

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	Eglehome	38.8
O'Neil	6.0	Callahan	27.2	Brandy Branch	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.0	Dahoma	34.8		
Wilson	14.0	Verdie	37.0		

Waldo to Cedar Key.

Waldo	0.0	Kanapaha	21.0	Otter Creek	49.6
Millican	3.4	Palmer	24.2	Ellzey	51.2
Fairbanks	7.1	Archer	28.5	Wylly	59.3
Gainesville	14.0	Albion	33.5	Rosewood	60.7
Daysville	17.6	Meredith	34.7	Sumner	63.2
Hammock Ridge	18.7	Bronson	37.8	Luckens	68 1
Arredondo	19.9	Lennon	43.8	Cedar Keys	70.9

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SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Lake City	59.3	Braswell	140.5
Marietta	7.4	Ogden	64.8	Lloyd	147.0
White House	10.9	Welborn	70.5	Capitola	
Millerton	14.0	Houston	76.0	Chaires	153.4
Baldwin	18.7	Live Oak	81.3	Tallahassee	165.0
Mattox	22.7	Falmouth	90.9	Ocklocknee	173.4
Macclenny	27.5	Ellaville	94.7	Midway	177.0
Glen St. Mary	29.8	Lee's	102.2	Quincy	188.9
Drake	32.5	West Farm	104.4	Gretna	194.2
Sanderson	36.8	Madison	109.7	Mt. Pleasant	197.6
Woodstock	39.0	Champaign	114.8	Jamison	200.5
Olustee	46.7	Greenville	123.3	River Junction	207.7
Mt. Carrie	51.1	Aucilla	130.7		
Watertown	56.7	Drifton	138.1		

Jacksonville to Tampa.

Jacksonville	0.0	Sparr	88.5	Terrell	150.1
Marietta	7.4	Anthony	91.8	Lacoochee	156.3
White House	10.9	Oak	95.1	Owensboro	158.0
Millerton	14.0	Silver Springs Junction	97.7	Dade City	164.2
Baldwin	18.7	Silver Springs	99.6	Pasadena	166.7
Fiftone	22.4	Ocala	101.5	Phelps	170.6
Maxville	26 2	Santos	109.1	Greer	170.4
Highland	32.6	Belleview	113 1	Abbot	173.6
Lawtey	37.7	Summerfield	117.1	Knights	184.9
Starke	44.4	South Lake Weir Junction	117.3	Plant City	188.9
Hampton	50.7	Dallas	119.8	Turkey Creek	193.7

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Waldo	56.3	Oxford	122.8	Sidney	195.4
Orange Heights	61.4	Wildwood	127.4	Valrico	198.4
Campville	65.4	Coleman	131.9	Brandon	200.7
Hawthorne	70.5	Panasoffkee	135.4	Limona	201.7
Lockloosa	76.9	Sumterville Junction	136.0	Yoor City	210.1
Island Grove	80.5	Sumterville	138.2	Tampa	211.5
Citra	83.0	Bushnell	142.0		
Meadows	85.5	St. Catherine	145.9		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonia	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.2
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	Aglehome	38.8
O'Neil	6.0	Callahan	27.2	Brandy Branch	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.0	Dahoma	34.8		
Wilson	14.0	Verdie	37.0		

Waldo to Cedar Key.

Waldo	0.0	Kanapaha	21.0	Otter Creek	49.6
Millican	3.4	Palmer	24.2	Ellzey	51.2
Fairbanks	7.1	Archer	28.5	Wylly	59.3
Gainesville	14.0	Albion	33.5	Rosewood	60.7
Daysville	17.6	Meredith	34.7	Sumner	63.2
Hammock Ridge	18.7	Bronson	37.8	Luckens	68.1
Arredondo	19.9	Lennon	43.8	Cedar Keys	70.9

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SEABOARD AIR LINE RAILWAY—Continued.

Starke to Wannee.

Starke	0.0	LaCrosse	19.4	Arno	32.6
Sampson Junction	6.4	Getzens	20.2	Buda	35.1
Wainwrights	7.6	Hainesworth	23.4	Central Junction	37.3
Clayno	10.1	Burnett's Lake	26.0	Neals	41.2
Atlantic	12.6	A. C. L. Junction	25.3	Wilford	46.3
Brooker	14.6	Alachua	26.5	Bell	51.2
Thomasville	16.4	Hodges	29.3	Wannee	56.6

Buda to Norwillis.

Buda	0.0	Thames	7.3	Fleetnor	8.7
Mutual	2.5	Vanes Pen	6.1	Norwillis	9.8
Thames Junction	5.7	Mersey	7.1		

Archer to Early Bird.

Archer	0.0	Gunnells	9.0	Morriston	19.4
Eve	4.4	Williston	11.5	Standard	24.3
Raleigh	7.6	Montbrook	15.7	Early Bird	27.1

Wildwood to Orlando.

Wildwood	0.0	Eldorado	15.3	Plymouth	37.2
Orange Home	3.1	Tavares	22.3	Apopka	40.5
Sprinks	6.6	Ellsworth Junction	25.4	Piedmont	43.1
Whitney	7.5	Victoria	29.4	Toronto	44.5
Montclair	9.0	Wallings	30.6	Lockhart	46.6
Leesburg	11 4	Gainesboro	31.6	Fairvilla	49.9
Sunnyside	13.9	Zellwood	33.2	Modello Park	50.7
Sadie	14.6	McDonald	35.5	Orlando	53.5

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Orlando to Lake Charm.

Orlando	0.0	Winter Park	5.5	Oveido	15.9
Rowena	2.8	Golden Rod	10.3	Lake Charm	17.0
College Station	5.1	Gabriella	12.6		

Turkey Creek to Sarasota.

Turkey Creek	0.0	Eric	35.6	Manatee	44.1
Durant	5.0	Terra Ceia Junction	39.0	Bradentown Junction	44.4
Boyette	11.1	Terra Ceia	44.4	Bradentown	45.4
Balm	16.4	Ellenton Junction	41.1	Oneco	48.7
Wimauma	20.2	Ellenton	41.9	Sarasota	55 7
Willow	25.9	Palmetto Junction	42.2	Fruitville	59.5
Parish	32.0	Palmetto	43.4		

Plant City to Nichols.

Plant City	0.0	Hopewell	6.4	Welcome	13.0
Coronet Junction	2.2	Alafia	8.5	Edison	13.2
Coronet	3.5	Keysville	10.4	Nichols	15.6
Trapnell	4.2	Keysville Junction	10.9		

Tallahassee to St. Marks.

Tallahassee	0.0	Ferrell	10.1	St. Marks	21.1
Lutterloh Spur	7.9	Vareen	12.7		
Woodville	9.5	Wakulla	15.6		

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SEABOARD AIR LINE RAILWAY—Continued.

Tallahassee to Covington.

Tallahassee	0.0	Walton	12.9	Covington	32.3
St. Marks Junction	2.9	Wacissa	21.3		
Corey	10.3	Leonton	23.6		

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		

GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	31.8	Suwannee Valley	82.8
A. C. L. Junction	1.0	Hampton	36.4	White Springs	86.3
Woodburn	8.0	Sampson City	42.1	Winn	89.7
Carraway	10.6	New River	46.8	Genoa	93.2
Baywood	13.8	Lake Butler	53.1	Jasper	103.8
Florahome	16.9	Guilford	58.1	Yoca	109.9
Grandin	18.9	Lulu	63.7	Jennings	115.3
Putnam Hall	21.5	Jefferson	67.0	Melrose, Ga.	118.8
Lake Geneva	26.1	Lake City	74.4	Valdosta, Ga.	134.4
Brooklyn	28.2	Winfield	80.0		

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	27.5	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.6	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.1		
Crawford	17.7	Eddy	45.6		

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TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Cannon's	24.5	Simonton	39.9
Graham	4.5	Rocky Point	25.7	Hickman	41.5
Cyril	7.0	Wacahoota	29.3	Southside	42.4
Bellamy	11.5	Clyatts	32.6	Dungarvin	43.4
Ellithorpe	16.0	Kirkwood	33.3	Irvine	45.0
A. C. L. Crossing	19.0	Tacoma	34.4	Fort Drane	46.3
Gainesville	20.0	Micanopy	36.7	Fairfield	48.0
S. A. L. Crossing	20.3	Tuscawilla	39.2		

FLORIDA RAILWAY.

Live Oak	0.0	Suwannee River	16.6	Askold	36.7
Nebo	6.0	Norwood	19.4	Charlton	39.2
Lanier Siding	10.0	Mayo	22.6	Keene	43.1
Kirkland	12.4	Alton	25.1	Fenholloway	46.1
Wilmarth	16.0	San Pedro	26.1	Denmark	49.7
Luraville	20.5	Salt Road	28.0	Perry	52.0

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Dowling Park	17.0	Smith	33.0
S. A. L. Crossing	1.0	Chancey	18.0	Fenholloway	38.0
Starr	6.5	Mayo Junction	20.7	Florida Ry. Crossing	39.0
Mercer	8.5	Day	22.0	Blue Creek Junction	40.0
Platt	10.0	Silo	25.0	Perry	44.0
Lancaster	14.0	Townsend	28.0	Hampton Springs	49.0

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LIVE OAK, PERRY & GULF RAILROAD—Continued

Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE.

Pensacola Division.

Pensacola	0.0	Cottage Hill	16.3	Jacobi	29.0
Goulding	2 4	Quintette	18.7	McDavid	33.2
Brent	3.8	Molino	22.7	Thrifts	35.2
Olive	6.6	Noriagga	23.7	Bluff Springs	38.2
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.4	Barth	25 7	Century	41.5
Cantonment	14.8	Pine Barren	27.0	Flomaton	43.5

P. & A. Division.

Pensacola	0.0	Deer Land	59.5	Piney Grove	113.6
Red Bluff	3.7	Claroy	61.5	Chipley	116.9
Bohemia	6.5	Ginsburg	63.5	Macon	118.9
Gull Point	7.2	Mossy Head	66.5	Aycock	122.7
Yniestra	8.2	Gradan	70.5	Cottondale	126.5
Escambia	9.2	Bear Head	72.5	Simla	128.5
Mulat	12.8	Pintado	74.5	Marianna	135.6
Harp	14.1	Tervin	78.5	Lulaton	137.6
Galt City	17.3	DeFuniak Springs	79.4	Lorena	140.6

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Bagdad Junction	18.4	Argyle	84.1	Criglar	142.6
Milton	19.9	Ponce de Leon	90 9	Cypress	146.2
Harold	30.0	Valle	93.9	Grand Ridge	149.6
Kenneth	36.0	Gelder	96.9	Inwood	152.6
Holts	38.8	Westville	97.4	Sneads	155.6
Galliver	40.8	Caryville	99.9	Chattahoochee River Ldg.	159.6
Milligan	46.3	Lone Pine	103.9	River Junction	161.1
Crestview	50.6	Bonifay	108.5		
Hinco	51.6	Hagerman	112.6		

Crestview to Florala.

Crestview	0.0	Pineway	13.5	Cowans	19.9
Auburn	4.6	Falco Junction	14.6	Svea r	20.8
Caledonia	8.5	Williamson	15.0	Hoogstract	21.5
Campton	10.0	Laurel Hill	16.5	Florala, Ala	26.4

Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala	100.1
Eleanor	3.0	High Note	11.6	Montgomery, Ala	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction	0.0	Guest	17.1	Sumatra	55 7
Dolan	7 9	Horsford	25.6	Beverly	67.3
Greensboro	12.6	Evans	29.3	Apalachicola	80.0
Juniper	14.4	Trump	33.9		

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ATLANTA & ST. ANDREWS BAY RAILWAY.

Panama City	0.0	Spaun's Siding	31.0	Welchton	57.0
Mill Bayou	8.0	Compass Lake	37.0	Jacobs	59.0
Bear Creek	19.0	Round Lake	42.0	Campbellton's	63.0
Youngstown	22.0	Alfords	45.0	State Line	67.0
German American	25.0	Steele City	47.0	Dothan, Ala.	83.0
Fountain	30.0	Cottondale	52.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Arran	29.0	Lake Jackson	59.0
Lanark	5.0	Baker Mill	31.0	Gibson	62 0
MacIntyre	13.0	Hilliardville	36.0	Havana	67.0
Curtis Mills	16.0	Spring Hill	40.0	Hinson	68.0
Sopchoppy	19.0	S. A. L. Junction	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

FLORIDA CENTRAL RAILROAD.

Fanlew	0.0	Miccosukee	24.0	Elmer	30.0
Cody	7.0	Yarbrough	26.0	Thomasville	47.0
Mays	13.0	Copeland	28.0		
Wadesboro	17.0	Stringer	29.0		

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SOUTH GEORGIA RAILWAY.

Perry	0.0	Sirmans	17.0	Lovett	38.0
Boyd	6.0	Greenville	26.0	Quitman	49.0
Lake Bird	10.0	Dennett	31.0	Adel	77.0
Shady Grove	12.0	Maysland	35.0		

GREENVILLE SOUTHERN RAILWAY.

Greenville	0.0	Fowler	2.0	Myrick	5.0

TAMPA NORTHERN RAILROAD.

Tampa to Brooksville.

Tampa	0.0	Nowatney	10.4	Loyce	33.3
Ybor City	1.1	Stemper	14.6	Enville Junction	39.2
A. C. L. Crossing	2.1	Denham	18.6	Enville	39.7
Garytown	2.3	A. C. L. Crossing	22.0	Rural	43.7
Hardee	5.4	Drexel	22.1	Wiscon Junction	46.7
Flora	8.3	Fivay Junction	28.5	Brooksville	49.7

BROOKSVILLE & HUDSON RAILROAD.

Enville Junction	0.0	Needmore	12.0	Riggins	16.0
Enville	1.0	Fivay Junction	16.0	Hudson	18.0
Sagano	3.0	Fivay	19.0	Port Richey	22.0

Wiscon Junction to Took Lake.

Wiscon Junction	0.0	Norman	6.0	Took Lake	10.0
Wiscon	3.0	Freeman	8.0		

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CHARLOTTE HARBOR AND NORTHERN RAILWAY.

Arcadia	0.0	Boggess Landing	13.0	Boca Grande	50.0
Nocatee	4.0	Platt	15.0	Golden Gate	51.0
Hull	9.0	Charlotte	25.0	South Dock	52.0
Fort Ogden	12.0	McCall	34.0		
Liverpool	8.0	Placida	42.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	11.0	Valdosta	28.6
Hanson	7.8	Olympia	15.1		

PENSACOLA & PERDIDO RAILROAD.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29

PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction	0.0	Klondyke	6.3	Muscogee.	15.3

TAVARES & GULF.

Tavares	0.0	Franklyns	18.0	Oakland	26.5
Ellsworth Junction	3.5	Montverde	18 5	Tildenville	27 5
Astatula	7.5	Waits Junction	21.0	Brayton	28.5
Double Run	10.0	Minneola	24.5	Winter Garden	29.0
Bear Spring	13.0	Clermont	27.0		
West Apopka	15.0	Killarney	24.5		

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OCALA NORTHERN RAILWAY.

Silver Springs	0.0	Daisey	7.4	Fort McCoy	18.9
Burbank	7.1				

MARIANNA AND BLOUNTSTOWN RAILROAD.

Marianna	0.0	Rock Creek	9.0	Altha	15.8
Oak Dale	4.9	Sink Creek	11.3	Blountstown	26.7
Simsville	7.5	Cox	13.5		

SANFORD AND EVERGLADES.

Sanford	0.0	Beardale	2.8	Stevens	4.8
Brissons	1.8	Beck Hammock	3.8	Cameron	5.8
Sipes	2.3				

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FLORIDA EAST COAST RAILWAY.

Jacksonville to Knight's Key Dock.

Jacksonville	0.0	Harwood	97.6	Melbourne	194.2
South Jacksonville	1.3	Tomoka	101.4	Tillman	197.4
Bowden	5.0	Ormond Hotels	105.5	Malabar	199.9
Nesbit	9.3	Ormond	104.2	Valkaria	203.0
Greenland	12.8	Holly Hill	107.0	Grant	205.5
Bayard	15.3	Daytona	109.8	Micco	208.6
Durbin	20.6	Blake	112.5	Roseland	212.4
Woodland	24.2	Port Orange	114.7	Sebastian	214.5
Sampson	27.3	Spruce Creek	119.3	Wabasso	219.3
Magnolia Grove	31.4	Turnbull Bay	121.3	Quay	221.9
Baker Siding	34.8	New Smyrna	124.6	Gifford	225.5
St. Augustine	36 7	Hawks Park	127.1	Vero	227.8
Dean Siding	37.1	Hucomer	131.0	Oslo	231.1
Hurds	44.2	Oak Hill	136.4	Viking	234.6
Elkton	47.1	Lyrata	143.2	St. Lucie	238.9
Armstrong	49.0	East Mims	150.4	Ft. Pierce	241.5
Holy Branch	51.1	Titusville	154.4	White City	246.4
Hastings	53.7	Pritchards	157.7	Kidred	247.2
Orange Mills	57.4	Delespine	162.6	Ankona	249.0
East Palatka	61.5	Frontenac	165.4	Walton	252.4
San Mateo Junction	62.8	Sharpes	167.7	Eden	254.4
Yelvington	66.6	City Point	169.3	Jensen	256.7
Roy	68.8	Cocoa	173.1	Rio	258.8
Dinner Island	76.4	Rockledge	174.7	Gosling	260.5
Neoga	80.3	Bonaventure	179.4	Stuart	261.2
Espanola	82.3	Pineda	182.7	Aberdeen	266.3
Bunnell	86.6	Eau Gallie	189.3	Fruita	268.7
Dupont	90.1	Sarno	190.7	Gomez	272.2

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Hobe Sound	274.7	Ojus	353.4	Modello	391.5
Likely	277.8	Fulford	3o4.7	Homestead	393.9
West Jupiter	282.8	Arch Creek	357.4	Wooddall Siding	401.3
Prairie	290.5	Biscayne	359.0	Everglade	408.3
Riveria	295.3	Little River	360.6	Jewfish	415.4
West Palm Beach	299.0	Lemon City	361.8	Key Largo	417.1
Royal Poinciana	300.0	Buena Vista	363.2	Rock Harbor	424.3
Breakers	300.1	Miami	365.6	Tavernier	430.8
Lantana	308.3	Cocoanut Grove	370.9	Plantation	434.5
Hypoluxo	309.4	Larkin	373.7	Quarry	438.2
Boynton	312.3	Kendal	376.4	Islamorada	439.9
Delray	316.9	Benson	378.6	Indian Key	445.3
Yamato	321.3	Keys	379.0	Midway	447.6
Boca Ratone	324.6	Rockdale	380.2	Cooks Siding	450.4
Deerfield	327.0	Perrine	381.6	Crescent	455.0
Pompano	331.1	Peters	382 5	Long Key	457.2
Colohatchee	338.3	Goulds	385.8	Grassy	463.9
Fort Lauderdale	341.2	Black Point	386.7	Vaca	470.8
Dania	345.9	Princeton	387.8	Marathon	474.2
Hallandale	350.6	Naranja	389.3	Knights Key Dock	476.8

New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring	9.9	Twin Oaks	24.0
Glencoe	3.1	Rogers	15.4	Orange City	25.5
Briggsville	7.2	Lake Helen	20.5	Orange City Junction	27.4

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FLORIDA EAST COAST RAILWAY—Continued.

Titusville to Sanford.

Titusville	0.0	Aurantia	9.3	Garfield	33.6
Lagrange	2.1	Maytown	16.4	Enterprise	36.2
Mims	4.3	Cow Creek	21.2	Enterprise Junction	40.1
Turnbull	8.0	Kalamazoo	26.8	Sanford	47.4
Turnbull Junction	8.5	Osteen	29.3		

South Jacksonville to Mayport.

South Jacksonville	0.0	San Pablo	13.3	Burnside Beach	21.7
St. Nicholas	1.4	Pablo Beach	16.0	East Mayport	22.6
Springs Glen	2.8	Casliens	17.4	Mayport	24.1
Hogan	4.7	Atlantic Beach	19.0		
Center Park	9.4	Manhattan Beach	21.3		

East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.5		
San Mateo Junction	1.3	San Mateo	4.0		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.0	Palatka Union Station	2.6

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STATISTICS.

SWORN STATEMENT OF RECEIPTS AND EXPENSES OF THE SOUTHERN EXPRESS COMPANY FOR STATE BUSINESS IN THE STATE OF FLORIDA FOR THE YEAR ENDING JUNE 30, 1909.

Receipts		$644,468.78
Expenses—		
Transportation	$322,234.39	
Loss and damage	6,436.66	
General salaries and expenses.	23,443.56	
General expenses	3,549.77	
Stationery and supplies	7,847.05	
Superintendents — salaries and expenses	8,834.24	
Route Agents—salaries and expenses	9,047.66	
Messenger's salaries	30,996.80	
Office salaries and expenses	165,826.46	
Property	2,094.89	
Taxes	11,438.08	
		$591,749.56
		$ 52,719.22

JACKSONVILLE TERMINAL COMPANY.

Capital stock	$200,000.00
Funded debt	500,000.00
Total	$700,000.00
Yard tracks and sidings	23 miles.
Revenue from Operations—	
Station and train privileges	$ 3,602.00

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Parcel room receipts	984.00
Storage—Baggage	878.55
Miscellaneous	4,471.22
Total	$ 9,935.77
Operating Expenses—	
Maintenance of way and structures	$ 34,749.71
Maintenance of equipment	4,106.64
Transportation expenses	110,203.87
General expenses	12,179.91
Total	$161,240.13

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MILEAGE OF RAILROADS IN FLORIDA.

RAILROADS REPORTING.	LINE OWNED.				Lines Operated under Lease.	Lines Operated under Contract, etc.	Lines Operated under Trackage Rights.	Total Mileage Operated all Tracks.
	Miles of Main Line	Miles of Second Track.	Miles Yard, Track and Sidings.	Miles of Branches and Spurs.				
Apalachicola Northern	79.02	.....	3.45	.....	.....	.....	.....	82.47
Atlanta and St. Andrews Bay	67.00	.....	1.00	.....	.....	.....	.....	68.00
Atlantic Coast Line	877.99	17.69	236.47	576.65	.....	.....	22.21	1,731.01
Charlotte Harbor and Northern	48.55	.....	4.67	3.49	.....	.....	.....	56.71
Florida Central	33.83	.....	.65	.....	.....	11.80	.....	46.28
Florida East Coast	477.60	.....	86.73	105.87	.....	.....	.....	670.20
Florida West Shore (S. A. L. Ry.)	56.99	.....	9.62	9.03	4.33	.....	.....	79.97
Florida Railway	52.00	.....	2.00	7.00	.....	.....	.....	61.00
Georgia, Florida & Alabama	73.07	.....	.....	11.30	.....	.....	.....	84.37
Georgia and Florida	14.00	.....	.....	.....	.....	.....	.....	14.00
Georgia Southern and Florida	152.36	.....	.....	.....	.....	.....	3.39	155.75
Greenville Southern	5.00	.....	.....	.....	.....	.....	.....	5.00
Live Oak, Perry and Gulf	62.85	.....	2.72	18.15	.....	.....	.....	83.72
Louisville and Nashville	216.74	2.32	51.83	28.70	.....	.....	1.04	300.63
Pensacola, Alabama and Tennessee	15.33	.....	.....	.....	.....	.....	.....	15.33
Pensacola and Perdido	8.00	.....	.....	2.15	.....	.....	.....	10.15
Plant City, Arcadia & Gulf (S. A. L.)	12.71	.....	2.64	6.17	.....	.....	.42	21.94
St. Johns River Terminal Co	5.99	.....	20.71	.....	.....	.....	.....	26.70
Seaboard Air Line	746.31	.....	154.09	10.02	.....	.....	.....	910.42
South Georgia	12.41	.....	1.00	.....	26.00	.....	.....	39.41
Standard and Hernando	12.72	.....	15.69	.....	11.95	.....	5.08	45.44
Tampa and Jacksonville	48.00	.....	2.00	.....	.....	.....	.....	50.00
Tampa Northern	47.82	.....	10.70	.....	.....	.....	.....	58.52
Tal'hassee, Perry & Southeas'n (S.A.L.)	38.83	.....	1.40	.....	.....	.....	.....	40.23
Tavares and Gulf	31.64	.....	1.38	.....	.....	.....	3.39	36.41
Total	3,196.76	20.01	607.75	778.53	42.28	11.80	35.53	4,693.66

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RECEIPTS FROM OPERATIONS FOR THE YEAR ENDING JUNE 30, 1909.

RAILROADS REPORTING.	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue
Apalachicola Northern	$ 46,415.67	$ 29,801.69	$ 158.99	$	$ 3,399.51
*Atlanta & St. Andrews Bay	49,493.10	56,506.60	.....	.....	3,462.89
Atlantic Coast Line	4,294,397.43	1,530,159.54	14,763.64	.....	157,353.11
Charlotte Harbor Northern	20,588.97	7,759.85	2.30	.....	2,030.36
Florida Central	24,091.61	3,909.12	4.93	.....	449.64
Florida East Coast	1,708,730.39	1,141,520.49	9,863.31	3,812.50	100,430.63
Florida West Shore (S. A. L. Ry.)	108,184.22	33,688.39	166.76	.....	4,656.02
Florida Railway	36,807.20	14,125.67	.....	.....	2,780.60
Georgia, Florida & Alabama	100,566.17	77,416.19	842.37	.....	7,946.48
*Georgia & Florida	250,670.02	119,370.29	963.62	.....	7,847.67
Georgia Southern & Florida	227,161.65	117,053.03	1,063.55	.....	15,546.98
Greenville Southern	9,751.23	.....	.....	.....	.....
Live Oak, Perry & Gulf	75,450.96	17,850.48	43.60	.....	2,715.04
Louisville & Nashville	981,066.15	397,321.87	7,328.07	2,178.75	24,979.10
Pensacola, Alabama & Tennessee	17,417.19	343.75	.....	.....	.....
Pensacola & Perdido	26,867.75	1,465.80	.....	.....	431.47
Plant City, Arcadia & Gulf (S.A.L.Ry.)	47,556.29	1,005.52	.....	.....	671.97
St. Johns River Terminal Co	.....	.....	.....	.....	.....
Seaboard Air Line	2,207,465.06	1,010,259.23	11,245.13	6,536.85	70,542.32
South Georgia	39,686.81	25,087.17	111.48	.....	2,243.57
Standard & Hernando	114,233.48	4,633.85	.....	.....	10.39
Tampa & Jacksonville	76,952.11	3,864.92	9.66	.....	.....
Tampa Northern	77,721.96	17,931.57	9.25	.....	2,132.75
Tallahassee, Perry & Southeast'n (S.A.L.Ry.)	7,376.46	815.53	3.40	.....	495.82
Tavares & Gulf	16,984.22	1,163.62	.....	.....	1,169.27
Total	$10,565,636.09	$ 4,611,054.17	$ 46,580.06	$ 12,528.10	$ 411,295.59

*Entire Line.

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RECEIPTS FROM OPERATIONS FOR THE YEAR ENDING JUNE 30 1909.

RAILROADS REPORTING.	Express Revenue	Other Passenger Train Revenue	Switching and Miscellaneous Revenue	Revenue from Operations Other Than Transportation	Total Operating Revenue
Apalachicola Northern	$ 2,440.06	$ 10.00	$ 250.00	$ 2,763.14	$ 85,239.06
*Atlanta & St. Andrews Bay	1,859.96	.....	.....	.....	111,322.55
Atlantic Coast Line	263,973.51	3,959.30	46,656.58	76,029.02	6,387,292.13
Charlotte Harbor Northern	.....	.....	337.00	810.72	31,529.20
Florida Central	.....	.....	.....	387.06	28,842.56
Florida East Coast	303,366.63	13,162.69	36,175.05	56,492.58	3,373,554.27
Florida West Shore (S. A. L. Ry.)	5,799.62	.....	31.80	1,011.87	153,538.68
Florida Railway	1,380.62	.....	.....	817.20	55,911.29
Georgia, Florida & Alabama	6,325.00	.....	3,701.35	4,133.30	200,930.86
*Georgia & Florida	1,908.97	.....	1,293.35	8,115.30	390,169.22
Georgia Southern & Florida	19,048.35	113.32	717.00	14,538.03	395,241.91
Greenville Southern	.....	.....	.....	.....	9,751.23
Live Oak, Perry & Gulf	768.60	.....	1,200.00	2,311.67	100,340.35
Louisville & Nashville	34,094.07	18.45	10,326.08	23,832.50	1,481,145.04
Pensacola, Alabama & Tennessee	124.28	.....	.....	.....	17,885.22
Pensacola & Perdido	.....	.....	.....	2,984.40	31,749.42
Plant City, Arcadia & Gulf (S.A.L.Ry.)	.....	.....	.....	.....	49,233.78
St. Johns River Terminal Co	.....	.....	20,708.50	4,527.43	25,235.93
Seaboard Air Line	148,677.59	198.01	44,329.67	164,862 24	3,664,116.10
South Georgia	575.57	.....	584.41	964.38	69,253.39
Standard & Hernando	.....	.....	.....	16,788.87	133,666.59
Tampa & Jacksonville	.....	8,468.71	201.32	866.07	90,362.79
Tampa Northern	.....	691.42	3,265.27	9,387.88	111,140.10
Tallahassee, Perry & Southeast'n (S.A.L.Ry.)	.....	.....	.....	3.77	8,694.97
Tavares & Gulf	1,022.64	.....	.....	202.88	20,542.63
Total	$ 791,365.47	$ 26,621.90	$ 169,777.38	$ 391,830.31	$ 17,026,689.07

*Entire Line.

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OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING TWELVE MONTHS ENDING JUNE 30, 1909.

RAILROADS REPORTING.	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transportation Expenses.
Apalachicola Northern	$ 25,397.26	$ 7,623.86	$ 1,887.60	$ 25,841.90
*Atlanta & St. Andrews Bay	26,304.50	10,231.91	.....	42.387.03
Atlantic Coast Line	870,161.72	898,663.31	105,164.80	2,081,641.84
Charlotte Harbor & Northern	20,661.81	6,976.48	2,556.12	19,733.59
Florida Central	8,396.76	1,803.57	1,790.75	6,625.26
Florida East Coast	424,402.09	455,407.06	63,789.48	1,112,192.18
Florida West Shore (S. A. L. Ry.)	48,932.84	2,265.70	9,437.72	50,195.89
Florida Railway	14,431.73	8,165.96	1,266.83	17,684.01
*Georgia, Florida & Alabama	73,400.10	59,591.18	10,762.97	146,389.66
*Georgia & Florida	58,075.44	63 606.59	16,812.96	125,551.30
Georgia Southern & Florida	47,339.59	92,253.83	15,824.13	233,470 25
Greenville Southern	1,080.00	485.00	.....	4,521.03
Live Oak, Perry & Gulf	19.179 32	20,869.34	2,702.38	26 448.58
Louisville & Nashville	248,001.98	200,377.01	31,744.19	443,895.73
Pensacola, Alabama & Tennessee	2,841.66	502.12	.....	4,599.04
Pensacola & Perdido	2,776.38	1,124.77	.....	4,749.09
Plant City, Arcadia & Gulf (S. A. L. Ry.)	12,876.95	78.40	.....	12,366.04
St. Johns River Terminal Co	18.360.61	17,871.01	.....	86.041.95
Seaboard Air Line	533,270.75	511,315.56	169,121 28	1,207,563.99
South Georgia	21,170.29	10,015.49	995.25	22,160.81
Standard & Hernando	31,537.65	21 515.16	.....	42,087 84
Tampa & Jacksonville	13.519.32	9.345.33	1,385.63	21,101.63
Tampa Northern	17,491.83	16,526.17	2,777.35	27.837.24
Tallahassee, Perry & Southeastern (S.A. L. Ry.)	4,003.59	303 07	.....	2,156.37
Tavares & Gulf	7,004.57	797.31	360.00	8,833.36
Total	$2,550,618.74	$2,417,715.59	$ 438,379.44	$5,776,075.61

*Entire Line.

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OPERATING EXPENSES OF RAILROADS DURING TWELVE MONTHS ENDING JUNE 30, 1909.

RAILROADS REPORTING.	General Expenses.	Total Operating Expenses.	Percentage of Operating Expenses to Gross Earnings.
Apalachicola Northern	$ 7,176.02	$ 67,926.64	79.68
*Atlanta & St. Andrews Bay	7,447.45	86,070.89	77.58
Atlantic Coast Line	181,853.42	4,137,485.09	64.77
Charlotte Harbor & Northern	20,009 05	69,937.05	221.12
Florida Central	1,842.93	20,459.27	70.93
Florida East Coast	107,425.64	2,163,216.45	64.15
Florida West Shore (S. A. L. Ry.)	1,915.41	112,747.56	73.43
Florida Railway	7,650.46	49,198.99	87.99
*Georgia, Florida & Alabama	48.339.95	338,483.86	84.34
*Georgia & Florida	40,319.27	304,365.56	78.00
Georgia Southern & Florida	27,943.91	416,831.71	105.46
Greenville Southern	1.612.77	7,698.80	78.95
Live Oak, Perry & Gulf	6,928.07	76,127.69	75.86
Louisville & Nashville	28,554.22	952,573.13	64.31
Pensacola, Alabama & Tennessee	2,087.62	10,030.44	56.08
Pensacola & Perdido	2,362 96	11,013.20	34.65
Plant City, Arcadia & Gulf (S. A. L. Ry.)	1,337.04	26,658.43	54.15
St. Johns River Terminal Co	4,009.81	126,283.38	.....
Seaboard Air Line	159,312.93	2,580,584.91	70.43
South Georgia	4,775.03	59,116.07	85.36
Standard & Hernando	7,091.73	102,232.38	76 00
Tampa & Jacksonville	6,249.18	51,601.09	57.29
Tampa Northern	7,927.80	72,560.39	65.28
Tallahassee, Perry & Southeastern (S. A. L. Ry.)	224.73	6,687.76	76.92
Tavares & Gulf	3,096.19	20,091.43	97.80
Total	$ 687,493.59	$ 11,870,282.97	

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CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1909.

RAILROADS REPORTING.	Miles Covered by Figures.	CAPITAL STOCK.			
		Total Par Value Outstanding	Assignment. To Railways	Assignment. To Other Properties	Am't per Mile of Line
Apalachicola Northern	79.02	$ 3,000,000	$ 1,800,000	$ 1,200,000	$ 22,779.00
*Atlanta & St. Andrews Bay	85.00	300,000	.....	.....	.....
*Atlantic Coast Line	4,366.64	50,134,200	50,134,200	.....	11,481.00
Charlotte Harbor & Northern	58.80	2,000,000	.....	.....	34,014.00
*Florida Central	47.10	50,000	.....	.....	1,061.00
Florida East Coast	583.47	1,000,000	1,000,000	.....	1,713.00
Florida West Shore (S. A. L. Ry.)	66.02	500,000	500,000	.....	7,573.00
Florida Railway	59.00	62,000	62,000	.....	1,051.00
*Georgia, Florida & Alabama	165.58	350,000	.....	.....	2,114.00
*Georgia & Florida	254.00	6,491,000	6,491,000	.....	25,555.00
*Georgia Southern & Florida	391.61	3,768,000	3,768,000	.....	9,622.00
Greenville Southern	5.00	10,800	10,800	.....	2,160.00
Live Oak, Perry & Gulf	81.00	600,000	.....	.....	7,407.00
*Louisville & Nasnville	4,118.25	60,000,000	60,000,000	.....	14,569.00
Pensacola, Alabama & Tennessee	15.33	100,000	.....	.....	6,536.00
Pensacola & Perdido	10.15	125,000	.....	.....	12,315.00
Plant City, Arcadia & Gulf (S.A.L.Ry.)	18.88	200,000	200,000	.....	10,593.00
St. Johns River Terminal Co	.....	100,000	100,000	.....	.....
*Seaboard Air Line	2,556.59	62,515,000	62,515,000	.....	24,453.00
*South Georgia	51.00	58,000	58,000	.....	1,137.00
Standard & Hernando	12.72	300,000	300,000	.....	23,585.00
Tampa & Jacksonville	48.00	338,300	338,300	.....	7,048.00
Tampa Northern	47.82	750,000	.....	.....	15,683.81
Tallahassee, Perry & Southeastern (S. A. L. Ry.)	38.83	307,500	307,500	.....	7,919.00
Tavares & Gulf	31.64	250,000	250,000	.....	7,901.00

*Entire Line.

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CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1909

RAILROADS REPORTING.	FUNDED DEBT.				Total Amount Outstandi'g	Total Amount Per Mile for Road Owned
	Total Par Value Outstandi'g	Assignment. To Railways.	Assignment. To Other Properties.	Am't per Mile of Line		
Apalachicola Northern	$ 2,000,000	$ 1,200,000	$ 800,000	$ 15,186.00	$ 5,000,000	$ 37,965.00
*Atlanta & St. Andrews Bay	850,000	.....	.....	.....	.....	.....
*Atlantic Coast Line	144,054,550	144,054,550	.....	32,990.00	194,188,750	44,471.00
Charlotte Harbor & Northern	.....	.....	.....	.....	2,000,000	34,014.00
*Florida Central	200,000	.....	.....	4,246.00	250,000	5,307.00
Florida East Coast	30,000,000	30,000,000	.....	51,417.00	31,000,000	53,130.00
Florida West Shore (S. A. L. Ry.)	755,000	755,000	.....	11,436.00	1,255,000	19,009.00
Florida Railway	238,709	238,709	.....	4,046.00	300,709	5,097.00
*Georgia, Florida & Alabama	1,472,000	.....	.....	8,890.00	1,822,000	11,004.00
*Georgia & Florida	4,439,478	4,439,478	.....	17,478.00	10,930,478	43,033.00
*Georgia Southern & Florida	6,297,000	6,297,000	.....	16,080.00	10,065,000	25,702.00
Greenville Southern	.....	.....	.....	.....	10,800	2,160.00
Live Oak, Perry & Gulf	405,000	.....	.....	5,000.00	1,005,000	12,407.07
*Louisville & Nashville	159,944,500	159,944,500	.....	38,838.00	219,944,500	53,407.00
Pensacola, Alabama & Tennessee	.....	.....	.....	.....	100,000	6,536.00
Pensacola & Perdido	360,000	.....	.....	36,450.00	485,000	36,450.00
Plant City, Arcadia & Gulf (S.A.L.Ry.)	.....	.....	.....	.....	200,000	10,593.00
St. Johns River Terminal Co	1,200,000	.....	.....	.....	1,300,000	.....
*Seaboard Air Line	109,379,000	109,379,000	.....	42,783.00	171,895,000	67,236.00
*South Georgia	193,000	193,000	.....	3,784.00	251,000	4,921.00
Standard & Hernando	.....	.....	.....	.....	300,000	23,585.00
Tampa & Jacksonville	169,686	169,686	.....	3,535.00	507,986	10,583.00
Tampa Northern	1,114,000	.....	.....	23,295.69	1,864,000	38,979.50
Tal'hassee, Perry & S'east'n (S.A.L.Ry.)	315,000	315,000	.....	8,112.00	622,500	16,031.00
Tavares & Gulf	299,000	299,000	.....	9,450.00	549,000	17,351.00

*Entire Line.

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COMPARISONS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS OF RAILROADS IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1908, AND JUNE 30, 1909.

RAILROADS REPORTING.	GROSS EARNINGS FROM OPERATIONS—ALL SOURCES.			
	Year Ending June 30, 1908.	Year Ending June 30, 1909.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	$ 53.590.61	$ 85,239.06	$ 31,648.45	$.....
*Atlanta & St. Andrews Bay	49.656.84	111 322.55	61,665.71	.....
Atlantic Coast Line	6,067,425.18	6,387.292.13	319,866.95	.....
Charlotte Harbor & Northern	33,910.43	31,529.20	.....	2,381.23
Florida Central	.....	28,642.36	.....	.....
Florida East Coast	3,008,346.43	3,373,554.27	265,227.84	.....
Florida West Shore (S. A. L. Ry.)	124,010.72	153.538.68	29,527.96	.....
Florida Railway	65,402.33	55 911.29	.....	9,491.04
*Georgia, Florida & Alabama	471,763.37	401,761.73	.....	70,001.64
*Georgia & Florida	305,611.42	390,169.22	84,547.80	.....
Georgia Southern & Florida	374,959.43	395,241.91	20,282.48	.....
Greenville Southern	3,499.09	9,751.23	6,252.14	.....
Live Oak, Perry & Gulf	103,144.28	100,340.35	.....	2,804.93
Louisville & Nasnville	1,415.141.49	1,481,145.04	66,003.55	.....
Pensacola, Alabama & Tennessee	19,403.66	17.885.22	.....	1,518.44
Pensacola & Perdido	30,709.19	31,749.42	1,040.23	.....
Plant City, Arcadia & Gulf (S. A. L. Ry.)	44,707.73	49,233.78	4,530.05	.....
St. Johns River Terminal Co	24,550.11	25,235.93	685.82	.....
Seaboard Air Line	3,638,605.41	3,664.116.10	25,510.79	.....
South Georgia	63,924.73	69.253.39	5,328.66	.....
Standard & Hernando	144,452.89	133 666.59	.....	10,786.30
Tampa & Jacksonville	69,897.49	90,362.79	20,465.30	.....
Tampa Northern	.....	111,140.10	.....	.....
Tallahassee, Perry & Southeastern (S. A. L. Ry.)	9,426.51	8,694.97	.....	731.54
Tavares & Gulf	18,168.89	20,542.63	2,373.74	.....

*Entire Line.

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COMPARISONS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS OF RAILROADS IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY, JUNE 30, 1908, AND JUNE 30, 1909.

RAILROADS REPORTING.	OPERATING EXPENSES.			
	Year Ending June 30, 1908.	Year Ending June 30, 1909.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	$ 47,792.37	$ 67,926.64	$ 20,134.27	$.....
*Atlanta & St. Andrews Bay	46,698.96	86,370.89	39,671.93	.....
Atlantic Coast Line	4,423,264.66	4,137,485.09	.....	285,779.57
Charlotte Harbor & Northern	58,456.23	69,937.05	11,481.82	.....
Florida Central	.....	20,459.27	.....	.....
Florida East Coast	2,387,084.61	2,163,216.45	.....	223,867.16
Florida West Shore (S. A. L. Ry.)	112,327.06	112,747.56	420.50	.....
Florida Railway	57,535.63	49,198.99	.....	8,336.64
*Georgia, Florida & Alabama	413,803.50	338,484.16	.....	75,319.34
*Georgia & Florida	270,736.31	304,365.56	33,629.25	.....
Georgia Southern & Florida	463,038.30	416,831.71	.....	46,206.59
Greenville Southern	2,851.71	7,698.80	4,847.09	.....
Live Oak, Perry & Gulf	79,958.79	76,127.69	.....	3,831.10
Louisville & Nashville	1,157,367.18	952,573.13	.....	204,794.05
Pensacola, Alabama & Tennessee	11,156.77	10,030.44	.....	1,126.33
Pensacola & Perdido	10,625.76	11,013.20	387.44	.....
Plant City, Arcadia & Gulf (S. A. L. Ry.	30,503.46	26,658.43	.....	3,845.03
St. Johns River Terminal Co	174,118.81	126,283.38	.....	47,835.43
Seaboard Air Line	2,722,474.18	2,580,584.91	.....	141,889.27
South Georgia	61,876.68	59,116.87	.....	2,759.79
Standard & Hernando	115,566.72	102,232.38	.....	13,334.34
Tampa & Jacksonville	51,405.18	51,601.09	195.91	.....
Tampa Northern	.....	72,560.39	.....	.....
Tallahassee, Perry & Southeastern (S. A. L. Ry.)	10,261.00	6,687.76	.....	3,573.24
Tavares & Gulf	21,771.04	20,091.43	.....	1,679.61

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COMPARISONS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS OF RAILROADS IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1908, AND JUNE 30, 1909.

RAILROADS REPORTING.	Results from Operation.			
	Year Ending June 30, 1908.		Year Ending June 30, 1909.	
	Net Earnings.	Deficit.	Net Earnings.	Deficit.
Apalachicola Northern	$ 5,798.24	$.....	$ 17,312.42	$.....
*Atlanta & St. Andrews Bay	2,957.88	.....	24,951.66	.....
Atlantic Coast Line	1,644,160.52	.....	2,249,807.04	.....
Charlotte Harbor & Northern	.....	24,545.80	.....	38,407.85
Florida Central	.....	.....	7,383.09	.....
Florida East Coast	621,261.82	.....	1,210,337.82	.....
Florida West Shore (S. A. L. Ry.)	11,683.66	.....	40,791.12	.....
Florida Railway	7,866.70	.....	6,712.30	.....
*Georgia, Florida & Alabama	57,959.87	.....	63,277.57	.....
*Georgia & Florida	34,875.11	.....	85,803.66	.....
Georgia Southern & Florida	.....	88,078.87	.....	21,589.80
Greenville Southern	647.38	.....	2,052.43	.....
Live Oak, Perry & Gulf	23,185.49	.....	24,212.66	.....
Louisville & Nashville	257,774.31	.....	528,571.91	.....
Pensacola, Alabama & Tennessee	8,246.89	.....	7,854.78	.....
Pensacola & Perdido	20,083.43	.....	20,736.22	.....
Plant City, Arcadia & Gulf (S. A. L. Ry.)	14,204.27	.....	22,575.35	.....
St. Johns River Terminal Co	.....	.....	.....	.....
Seaboard Air Line	916,131.23	.....	1,083,531.19	.....
South Georgia	2,048.05	.....	10,136.52	.....
Standard & Hernando	28,886.17	.....	31,434.21	.....
Tampa & Jacksonville	18,492.31	.....	38,761.70	.....
Tampa Northern	.....	.....	38,579.71	.....
Tallahassee, Perry & Southeastern (S. A. L. Ry.)	.....	834.49	2,007.21	.....
Tavares & Gulf	.....	3,602.15	451.20	.....

*Entire Line.

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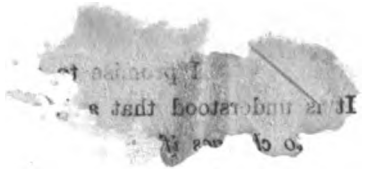
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